BOTTOMLEY ASSOCIATES
URBAN DESIGN & CITY PLANNING

MEMORANDUM

DATE: December 15, 2005 **DRAFT**

TO: Prince Ujoh Solomon, Project Manager
City of Oakland, CEDA

FROM: Terry Bottomley

RE: **Foothill/Seminary Public Transit Hub Streetscape Plan - Project Design Recommendations**

This memorandum describes existing project area conditions, the design and planning process, and draft design recommendations for the *Foothill/Seminary Public Transit Hub Streetscape Plan*. It includes the following sections:

* * * * *

1 - Project Overview

The streetscape design focuses on enhancing the pedestrian experience in the Foothill/Seminary area, with special emphasis on encouraging transit use. It is part of the City's strategy to create a social and economic hub for adjacent neighborhood areas, in conjunction with redevelopment-funded business assistance, facade improvements, and other efforts. It would calm traffic, improve pedestrian safety, enhance transit facilities, and improve connections to local schools.

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The Foothill/Seminary project area is located within the recently-established Central East Redevelopment Area, extending along Foothill Boulevard from 62nd Avenue on the east to Brookdale Avenue on the west, and along Seminary Avenue from Fleming Avenue on the north to Bancroft Avenue on the south. The area includes storefront businesses, many storefront churches, a busy YMCA Teen Center, and a number of vacant buildings and lots. The surrounding neighborhood consists of single-family homes, with multi-family buildings on Foothill, Seminary, and Bancroft Avenues.

Mills College and the historic 1920's Picardy Avenue neighborhood both are located to the north of Foothill Boulevard. Residents in this area have higher incomes than residents south of Foothill Boulevard, with nearly half owning their homes. To the south incomes are somewhat lower, and the proportion of residents who use public transit as a primary means of transportation is generally higher. A market analysis recently conducted by the Oakland Citizen Committee for Urban Renewal (OCCUR) indicates that surrounding neighborhood areas have a strong enough economic base to support revitalization of the Foothill/Seminary commercial district and the greater Central East Oakland generally.

2 - The Design and Planning Process

Four Community Meetings were held between July and December, 2005. Based on community input, analyses of project area conditions and initial design recommendations were developed by a consultant design team and reviewed by a Technical Advisory Committee (TAC) consisting of City of Oakland, AC Transit, and OCCUR staff. Key issues were pedestrian circulation and sidewalk conditions, vehicle movements and travel lane widths, bus stop locations and dimensions, and construction implications and cost assumptions.

The content and input of the Community Meetings is summarized below; specific comments recorded at these meetings are contained in Appendix B. Outreach for the meetings was conducted by OCCUR in conjunction with the office of District 6 Councilmember Desley Brooks. Over 200 flyers were distributed for each meeting, and information related to the meetings was posted on email lists for community organizations and advertised in community newsletters.

Community Meeting #1 - July 20, 2005 - Project objectives, work scope, boundaries and existing conditions were reviewed and discussed. Meeting participants noted concerns related to traffic calming, crime, and the lack of viable commercial businesses in the district. Participants strongly supported retaining existing angle parking areas, as well as basic pedestrian and aesthetic elements promoted by the City for neighborhood commercial districts, including street lights, street trees, and improved pedestrian street crossings and bus stop areas. A key concern was coordination of streetscape improvements with efforts to improve the appearance of buildings and attract new commercial tenants to the district.

Community Meeting #2 - August 24, 2005 - The design team reviewed project objectives and input from Meeting #1, then presented initial design recommendations for Foothill Boulevard and Seminary Avenue. Community comments were largely positive, particularly supportive of recommendations to expand the sidewalk and bus stop area adjacent to the YMCA Teen Center, create a transit mini-plaza, and incorporate landscape median islands as traffic calming measures at the east entrance to the project area. Other community concerns included needs for emergency vehicle access, lighting, and the need for additional police patrols.

Community Meeting #3 - October 8, 2005 - Revisions to Meeting #3 design recommendations were reviewed and presented. Community recommendations included closing Fortune Way to through traffic to reduce cut-throughs and drug-related activity; providing emergency access through the proposed transit mini-plaza, and; additional traffic controls adjacent to Frick Middle School at Foothill/62nd.

Community Meeting #4 - November 12, 2005 - Meeting participants and City staff toured the project area to review design recommendations "on the ground." Key issues were closure of Fortune Way and improvement of pedestrian facilities and traffic controls at the Foothill/62nd intersection. Undergrounding overhead power lines and incorporation of rain/sun shelters at the transit plaza were also recommended.

In addition to these meetings, OCCUR staff presented project design recommendations to the Oakland Chamber of Commerce for review and discussion on November 18, 2005.

3 - Existing Conditions

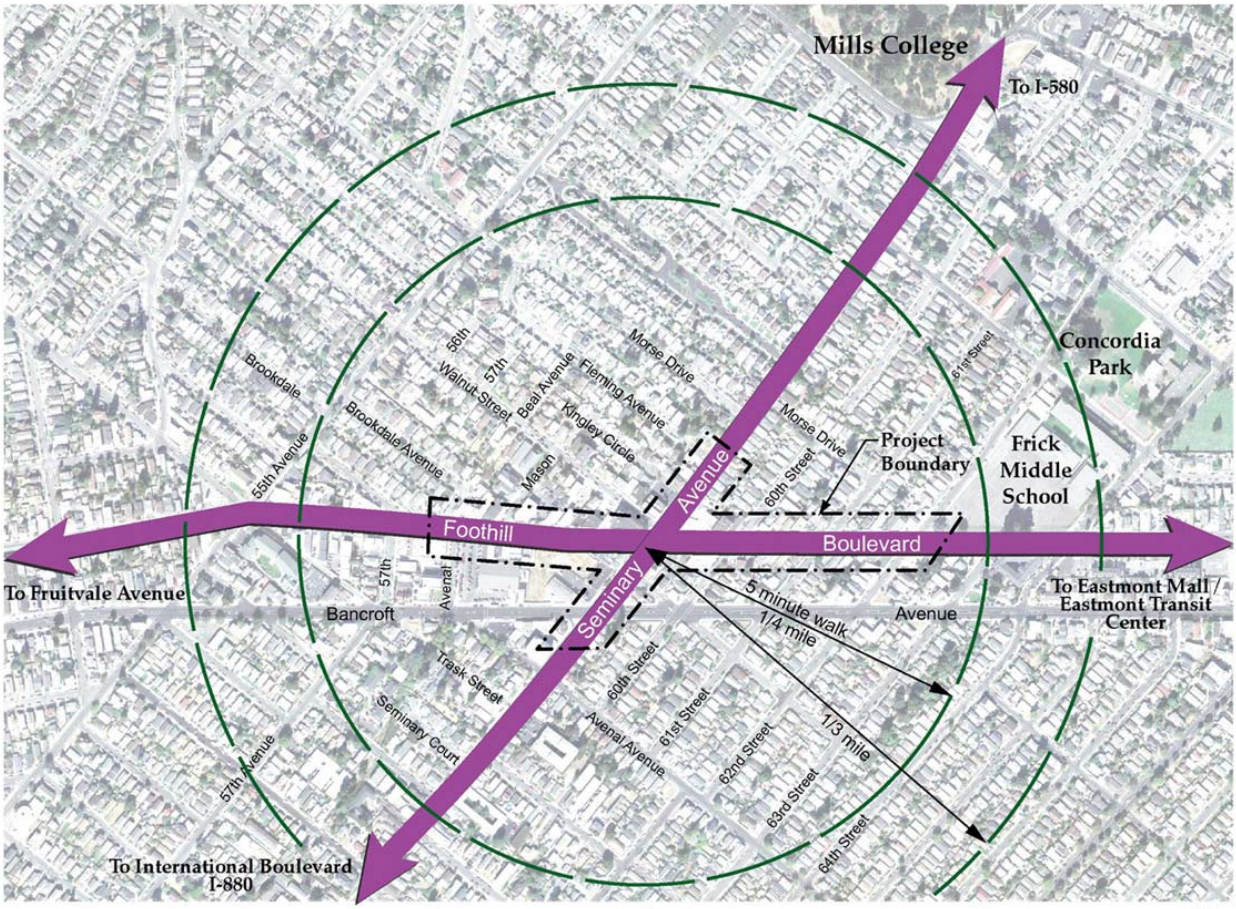
1) Project Area Context

The project area extends approximately 2,100 feet along Foothill Boulevard and approximately 1,100 feet along Seminary Avenue. The project area and its surrounding neighborhood context are indicated on the "Streetscape Plan Context" map. As the map illustrates, most of the surrounding area is residential, predominantly single family homes with scattered apartment buildings. Density averages approximately 7 to 10 residences per gross acre (i.e., including streets). Walking distances from surrounding areas to the Foothill/Seminary intersection are indicated on the map as well; 1/4 mile (or a 5-minute walk) is a typical maximum for frequent walking trips to commercial businesses; 1/3 mile is a typical maximum for daily walking trips to transit and occasional trips to local businesses.

Mills College is located approximately ½ mile north of the project area. Frick Middle School is located at 62nd Street, adjacent to the east project boundary. Residential neighborhood areas extend south approximately 3/4 mile to International Boulevard. Bancroft Avenue borders the project area on the south. An important east-west arterial street and Class II bicycle route, Bancroft also is somewhat of a barrier to pedestrian access from the south.

Eastmont Mall and the Eastmont Transit Center, a major AC Transit facility, are located along Foothill Boulevard approximately ½ mile east of the project area. Commercial uses extend west along the Foothill frontage approximately 3/4 mile to Fruitvale Avenue.

As illustrated by the Existing Conditions diagram, notable features inside the project area include a landmark 3-story "flatiron" building and a YMCA Teen Center, at the northeast and northwest corners of Foothill/Seminary, respectively. The "Shop Rite" grocery anchors the commercial district on the west adjacent to Avenal Avenue.



Streetscape Plan Context

2) Travel Lanes, Curbside Parking, and Controlled Intersections

The Existing Conditions Diagram, enlarged plans and cross section diagrams on the following pages indicate the varying travel lane and parking configurations existing withing Foothill Boulevard's 70' right-of-way today; curb-to-curb width is approximately 54'. A three lane condition – two through lanes with a center left turn lane – extends from west of the project area to Mason Street, with parallel parking on both frontages. From Mason Street east to just beyond 60th Street, the street is two lanes with angle parking along the north frontage and parallel parking along the south frontage; left turn lanes exist at the Seminary intersection.

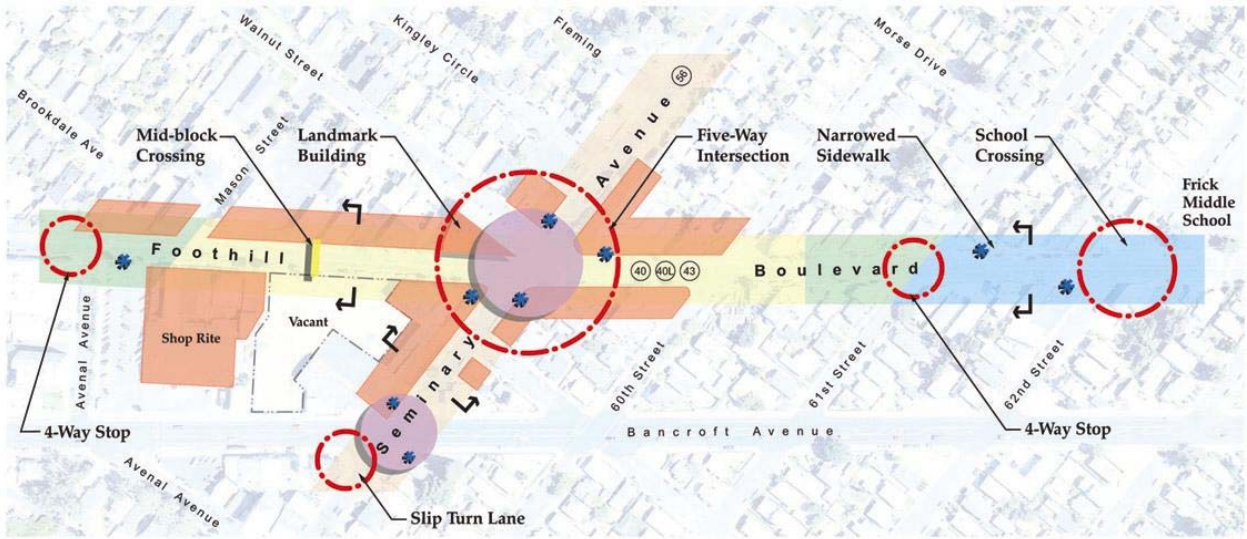
A transitional three-lane section extends between 60th and 61st. From 61st east and extending beyond the project area, Foothill is four lanes in width, with parallel parking along both frontages. Seminary Avenue is two lanes through the project area, with parallel parking along both frontages. Seminary does not have dedicated left turn lanes at the Foothill Boulevard intersection.

There is a total of approximately 156 curbside parking stalls within the project area; approximately 122 on Foothill Boulevard and 34 on Seminary Avenue. The intersections of Foothill/Seminary and Foothill/Bancroft are the only signalized intersections within the project

area. The intersections at Foothill/Brookdale/Avenal and at Foothill/61st are controlled by 4-way stop signs.

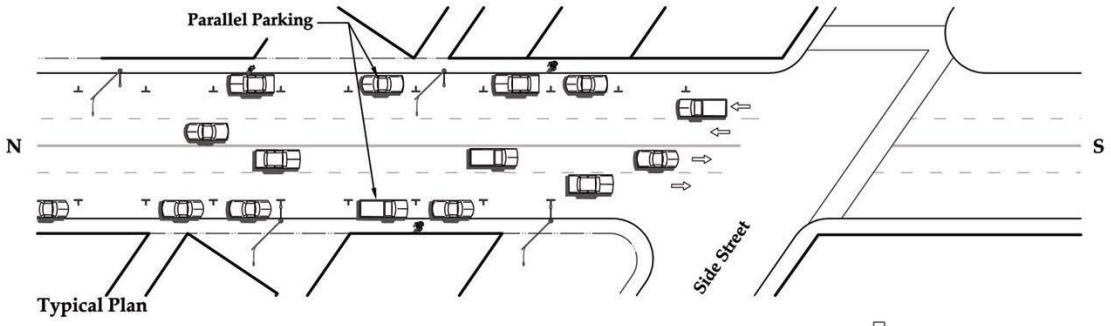
Aerial Photo

FOOTHILL / SEMINARY STREETSCAPE PLAN
CITY OF OAKLAND

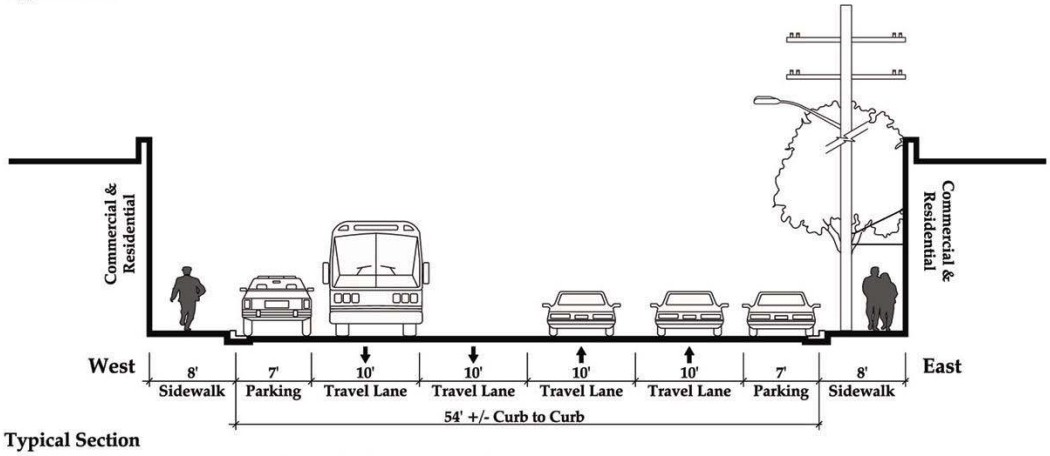


Existing Conditions Diagram

FOOTHILL / SEMINARY STREETSCAPE PLAN
CITY OF OAKLAND

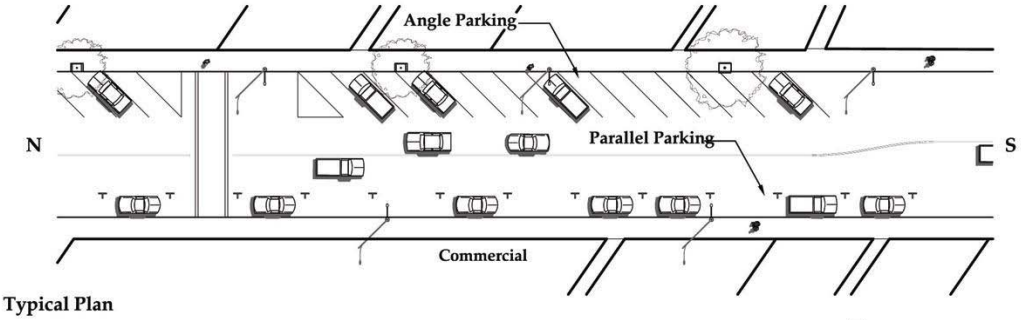


Typical Plan



Typical Section

Foothill East of Seminary - Existing



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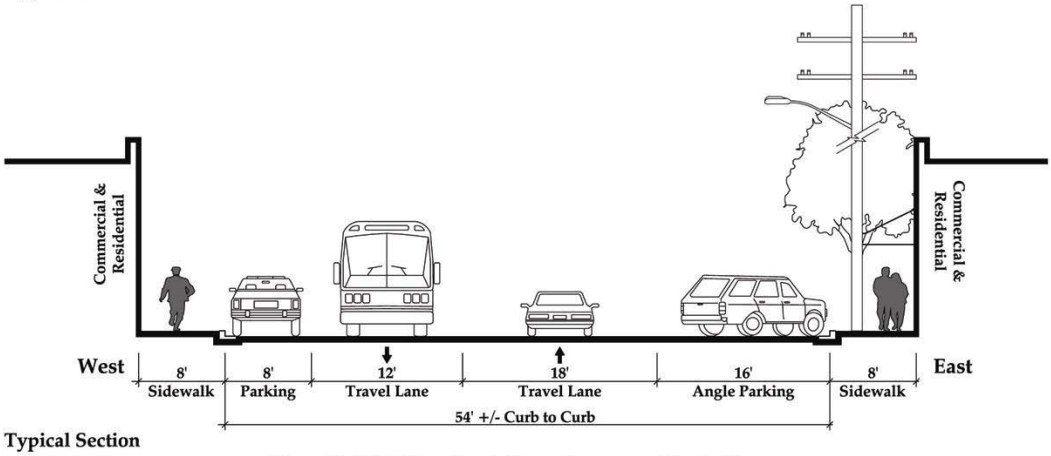

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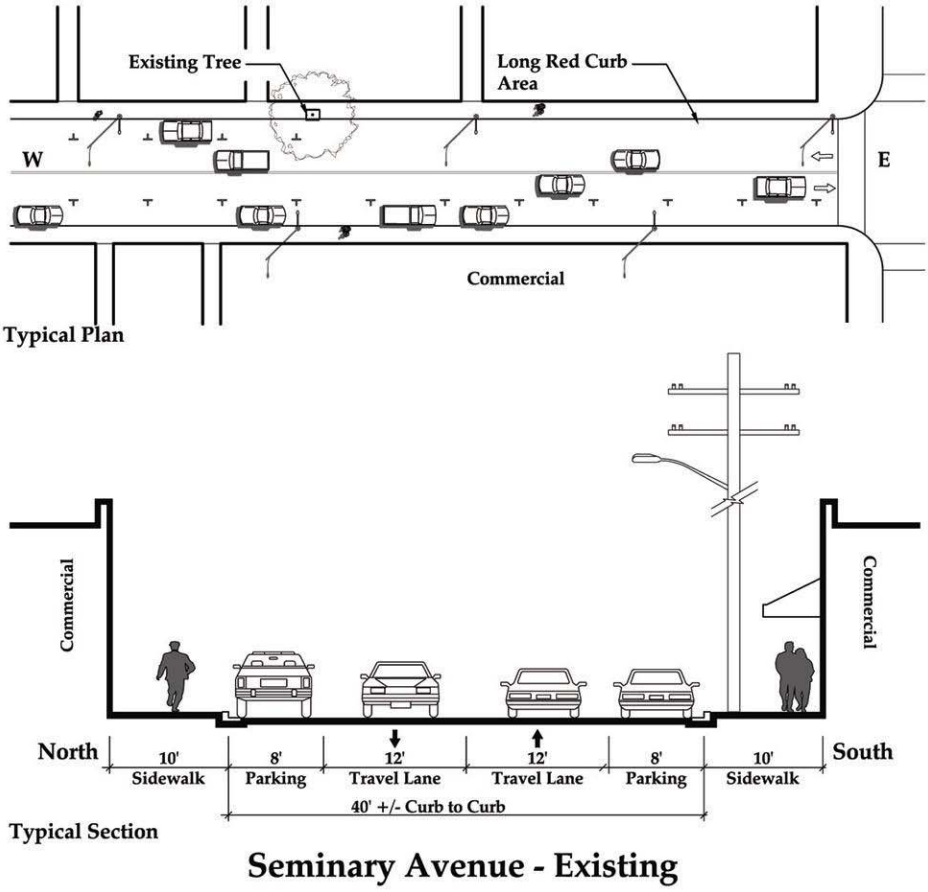
Foothill West of Seminary - Existing



Seminary Avenue - Existing

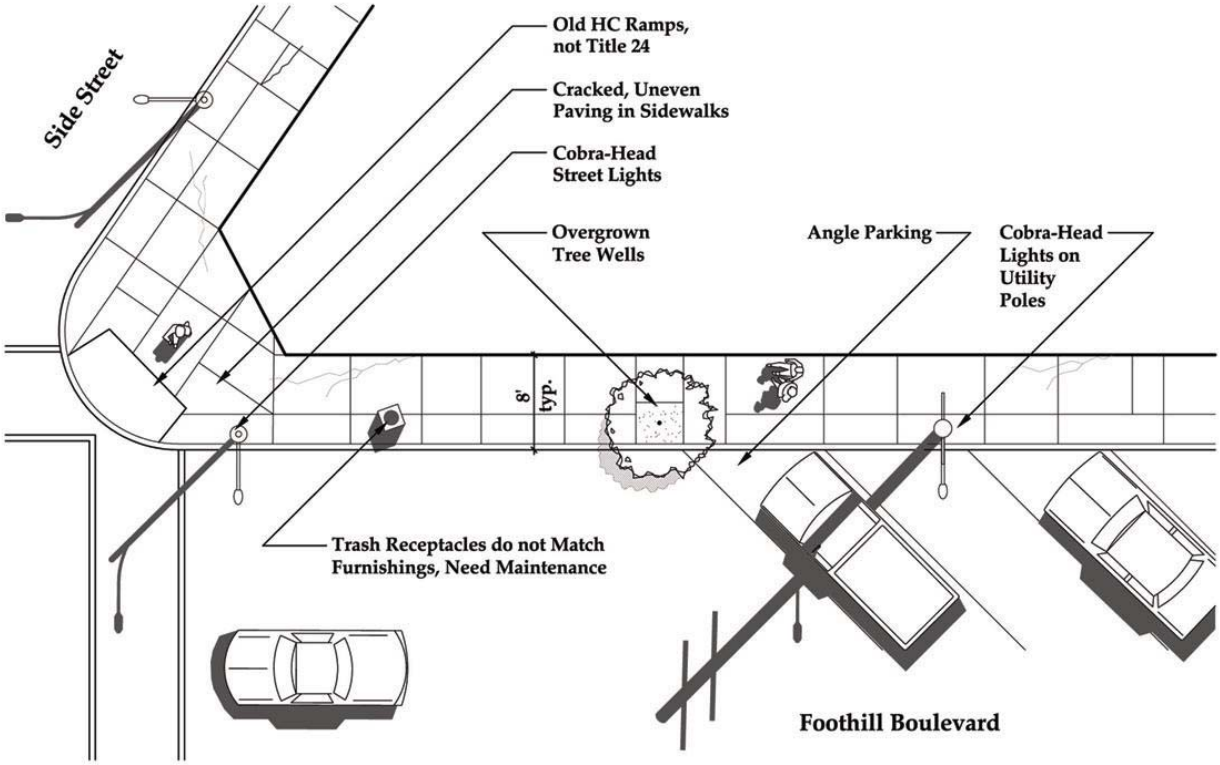
3) Streetscape and Sidewalk Conditions

Storefront buildings line most of the Foothill frontage from the westerly project area boundary east to 60th Street, and most of the Seminary frontage as well. As illustrated by the cross section diagrams, sidewalks along Foothill Boulevard are a relatively narrow 8'; in some locations the walk is as narrow as 6'. However, angle parking creates leftover "shadow" street areas that are opportunities for widening sidewalks and/or creating large corner bulb-outs. A mid-block crosswalk is located approximately 200' east of Mason Street. Sidewalks along Seminary Avenue are a more typical 10' in width.

With sidewalk appurtenances such as power poles, trash receptacles, and street trees, walkable surface area along Foothill Boulevard is consistently reduced to between 4' and 5'. As indicated by the cross sections and the "Existing Sidewalk Conditions" sketch, related concerns include non-standard corner curb ramps, cracked, uneven sidewalks in a number of locations, unsightly wooden power poles and "cobra-head" highway-type street lights. Overhead utility lines extend along the northerly frontage of Foothill and the westerly frontage of Seminary.

Recessed tree well surfacing and/or damaged adjacent sidewalks creating uneven walking surfaces in some locations. The west frontage of Seminary Avenue just south of Foothill is especially damaged, apparently by subgrade settling as well as tree roots. Street trees are a mix of Callistemon and more recently planted ornamental Pear. Both tree species have relatively

dense, compact canopies, which can be desirable for constrained spaces but tend to block the visibility of buildings and storefronts, which is generally not advisable in a neighborhood commercial district.



Existing Sidewalk Conditions

4) Traffic and Transit Conditions

The existing Level of Service (LOS) of the Foothill/Seminary intersection is "C," corresponding to minor delays of 15 to 25 seconds per vehicle. Four major AC Transit lines run through the project area. The 56 line runs north-south on Seminary Avenue, with bus stops adjacent to intersections at Foothill Boulevard and at Bancroft Avenue. The 40, 40L, and 43 lines run east-west on Foothill Boulevard, with bus stops at Avenal Avenue, Seminary Avenue, and at 61st/62nd Street. Additional lines serve local schools on a less frequent basis.

More detailed discussion of transit routes and existing and projected traffic conditions are provided by the Traffic Analysis contained in Appendix A.

4 - Recommended Improvements

The project includes twelve basic types of recommended streetscape improvements. These are are listed below and described and illustrated in the following pages.

1) **Bus Stops**
2) **Transit Mini-Plaza**
3) **Landscaped Median Islands**
4) **Corner Sidewalk Bulb-Outs**
5) **Foothill Mid-Block Crossing**
6) **Street Trees**
7) **Pedestrian-Oriented Street Lights**
8) **Underground Utilities**
9) **Relocation of Angle Parking**
10) **4-Way Stop at 62nd**
11) **Closure of Fortune Way**
12) **Furnishings**

Improvements 1 and 2 are best illustrated by the "Foothill/Seminary Intersection" sketch plan. Improvements 3 through 8 are best illustrated by the Foothill Boulevard and Seminary Avenue layout "Concept Plans" and cross sections. Improvements 1 through 8 all have been reviewed and modified during the course of community, City, and AC Transit staff meetings.

Improvements 9 through 11 were recommended for consideration late in the design and planning process. They have not been the subject of the same level of evaluation as the other improvements, nor were they included in the project traffic analysis. However, they are considered worthy of evaluation when detailed construction plans for the area are prepared.

Improvement 11, Underground Power Lines, is recommended depending upon available funding at the time construction plans are prepared. Improvement 12, Furnishings, describes comparable furnishings recommended for the project. It is assumed that, with the exception of AC Transit/Adshel bus shelters, specific models and finishes will be determined at the time detailed construction plans are prepared.

1) Bus Stops

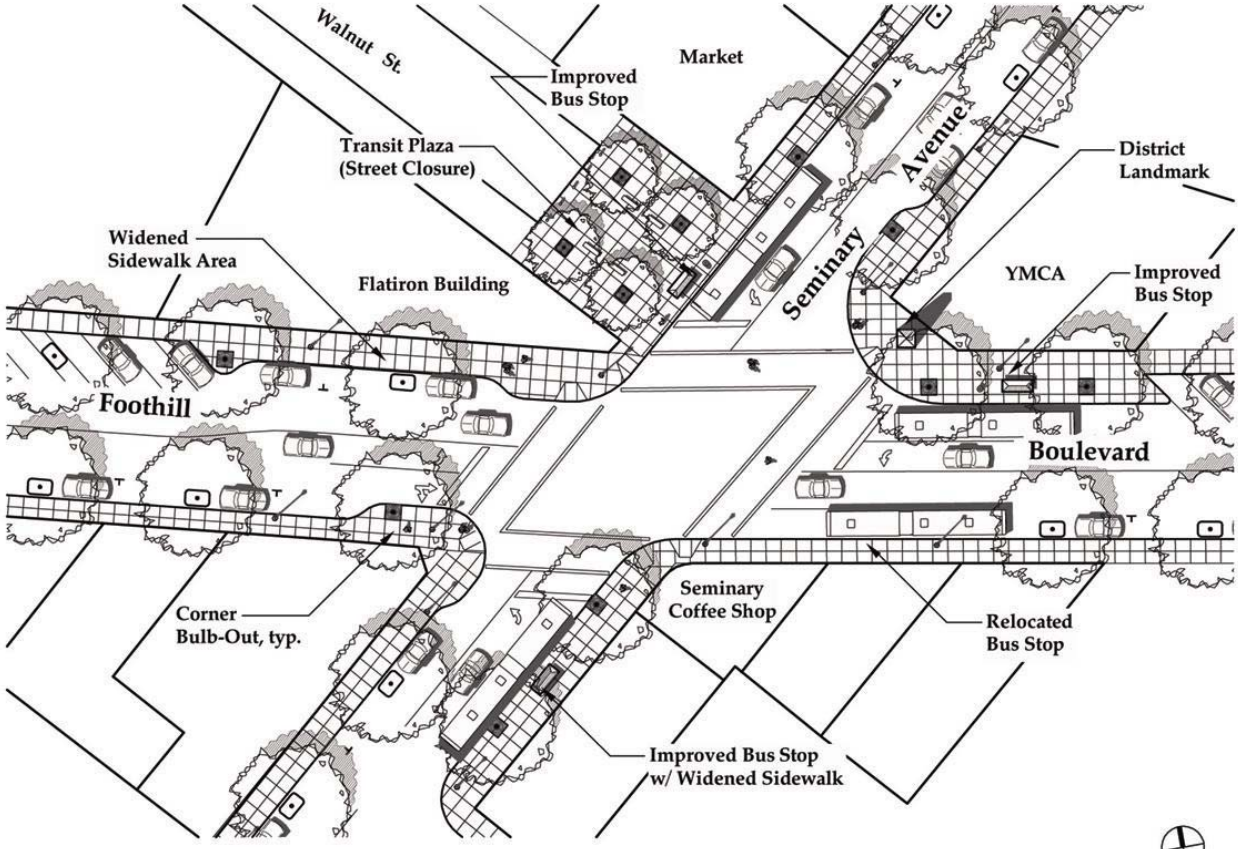
The AC Transit bus stop for the eastbound 40, 40L, and 43 lines on Foothill Boulevard would be relocated from the southwest corner to the southeast corner of the Foothill/Seminary intersection. This will allow transfers to the northbound 56 line on Seminary Avenue to take place at the same corner, without patrons having to cross the busy intersection. As this stop is close to the end of the line at the Eastmont Transit Center and schedules often overlap, the length of the bus stop frontage would be expanded to accommodate one articulated and one standard size bus at the same time. The sidewalk adjacent to the northbound 56 bus stop on Seminary Avenue would be widened approximately 4' to accommodate a bus shelter.

The bus stop for the westbound 40, 40L, and 43 lines at the northwest corner of the Foothill/Seminary intersection would remain in its present location. It is located directly adjacent to a busy YMCA Teen Center, currently under renovation, and this location serves local teens

particularly well. The sidewalk along Foothill Boulevard would be widened by approximately 10′ to accommodate a bus shelter and generally enhance pedestrian space adjacent to the YMCA.

This corner is one of the most visible locations in the district, and, as depicted on the "Foothill/Seminary Intersection" sketch plan, community recommendations include a prominent district landmark/sign. This landmark should be relatively tall (i.e., 12' or more) and vertical in form for visibility, with materials, lettering, and other elements that reflect the character of the surrounding district.

The bus stop for the southbound 56 line on Seminary Avenue is proposed to shift south slightly from its present location as part of a transit mini-plaza at Walnut Street; see description under 2), below. The bus stop at the northwest corner of Seminary and Bancroft would remain in its present location; excess red curb area that currently exists along Seminary north of the bus stop would be converted to curbside parking.



Foothill / Seminary Intersection Concept

2) Transit Mini-Plaza

Walnut Street is proposed to be closed adjacent to Seminary Avenue to create a small mini-plaza, as illustrated by the Intersection Concept, above. This pedestrian-oriented space would provide an amenity for the district and allow space for a bus shelter and expanded bus stop frontage for

the southbound 56 line. It would also help to address a number of local circulation issues: delays and awkward vehicle movements associated with the existing 5-way intersection; lack of a pedestrian crosswalk along the north frontage of Foothill Boulevard and exposure of pedestrians crossing the street to multi-directional traffic, and; reported incidents of auto-based drug dealing on this portion of Walnut Street. As noted by the Traffic Analysis, the existing and projected volume of traffic on Walnut Street is relatively low.

As depicted on the sketch plan, the plaza would be approximately 2,700 square feet in area, and would include benches, trees, lighting, and decorative paving as well as a new bus shelter. An electronic kiosk that displays "true time" schedule information for local buses should be considered as part of the plaza construction program, subject to AC Transit participation in design and funding. Consistent with City policies a clear path of travel will be maintained through the plaza for emergency access vehicles.

The mini-plaza is also intended to contribute to district revitalization efforts currently underway by offering local residents a pleasant place to "see and be seen," and supporting renovation and tenanting of the adjacent former bank and flatiron buildings. Ideally, as revitalization efforts take hold in coming years, the mini-plaza would be programmed for district-based community events. Similar to those in Oakland's other neighborhood commercial districts, these could include music, food, and/or small arts exhibits.

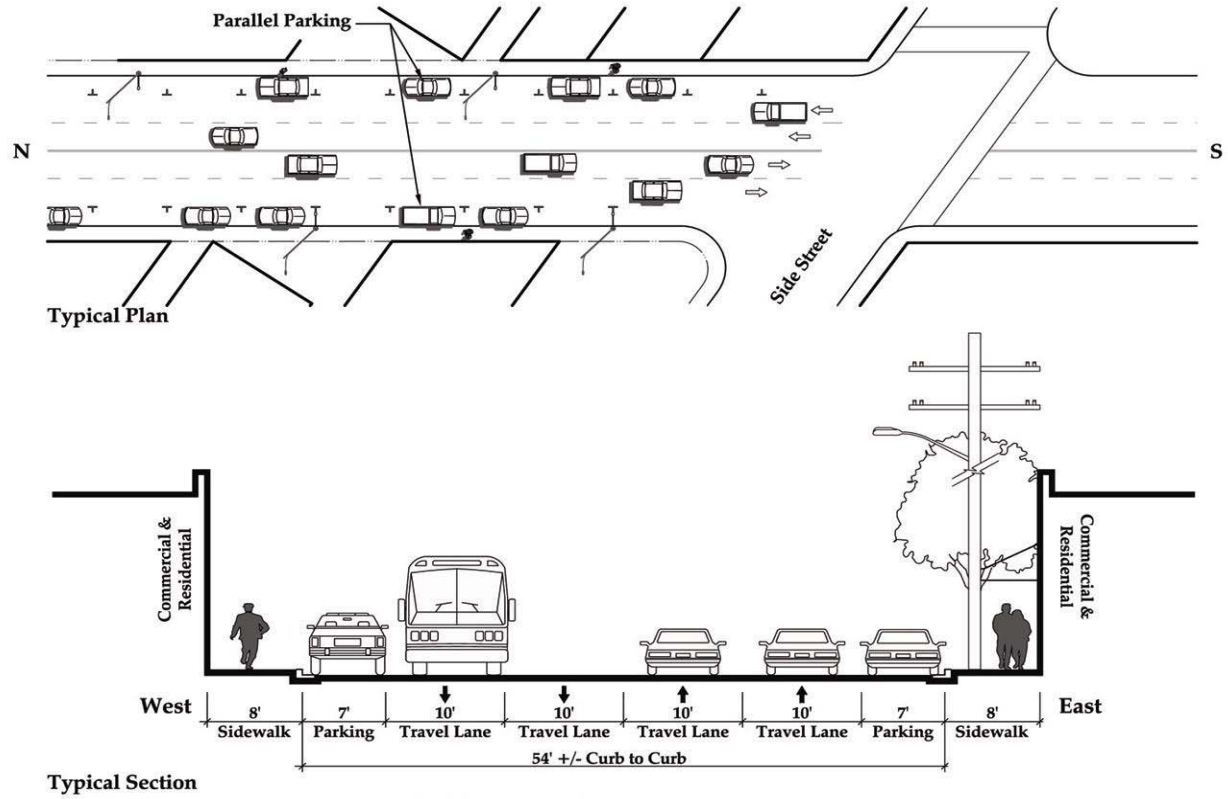
3) Landscaped Median Islands

Landscaped median islands are proposed at the east gateway to the project area, between 60th and 62nd Streets. These islands are intended to slow traffic as it approaches the district from the east and provide a streetscape amenity for this more residential frontage. As illustrated by the "Foothill East - Streetscape Concept" plan and cross section, accommodating the islands requires reconfiguring the street from a 4-lane to a 3-lane condition, with designated left turn and through/right turn lanes at intersections. Westbound transition striping would occur to the east of 62nd Street, along the frontage of Frick Middle School, rather than between 60th and 61st Streets where it occurs today. Traffic calming associated with this transition will slow traffic as it approaches the 62nd Street intersection, a key crossing location for middle school students.

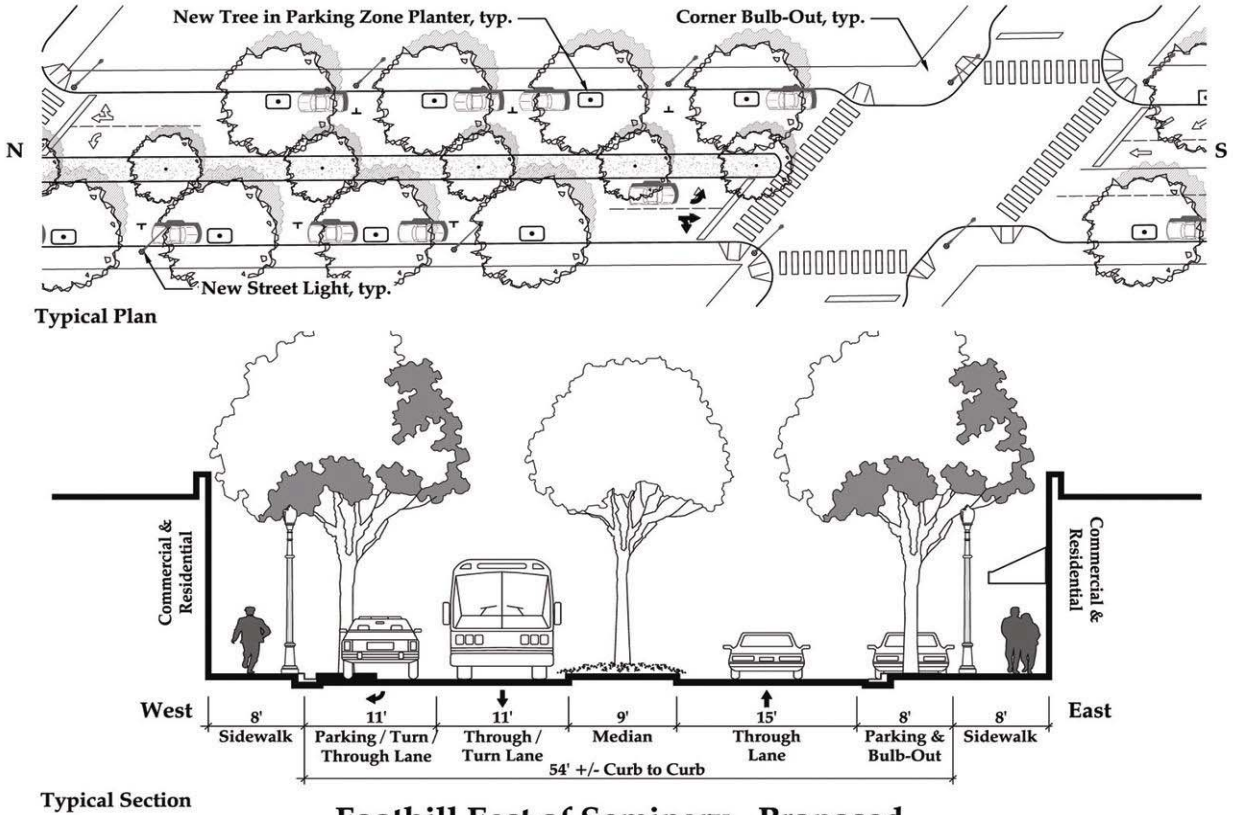
Islands are proposed to be approximately 9′ wide, leaving a clear island-to-curb width of 22' to 23', and a clear island-to-parking stall width of 15′ for buses and emergency vehicles. For visibility and maintenance, island landscape materials will consist of high-branching shade trees and low-growing shrubs or groundcover.

4) Corner Sidewalk Bulb-Outs

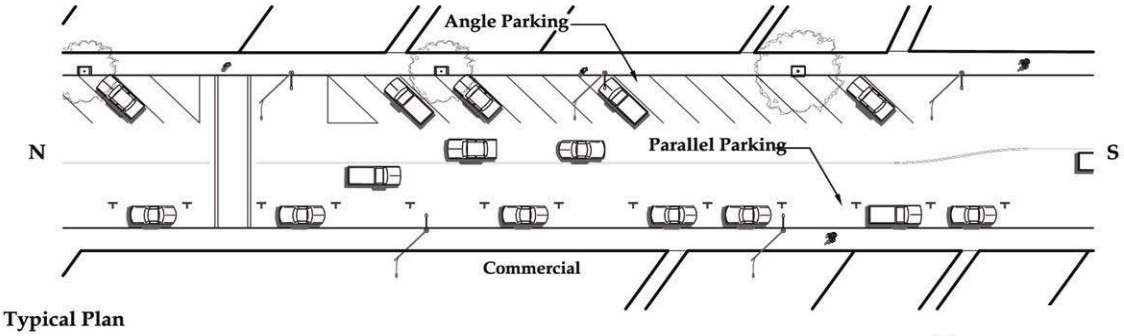
Bulb-outs are recommended to expand sidewalk areas, reduce crossing distances, and improve pedestrian visibility at project area street corners wherever feasible given lane configurations, bus stops, and/or utility conditions. The most important location is the Foothill/Seminary intersection where most pedestrian activity in the district occurs. However, as indicated by the "Foothill/Seminary Intersection" sketch plan, vehicle turning movements and bus stop access and clearance requirements do not permit a bulb-out on the Seminary side of the northwest corner, or on the Foothill side of the southeast corner.



Foothill East of Seminary - Existing



Foothill East of Seminary - Proposed



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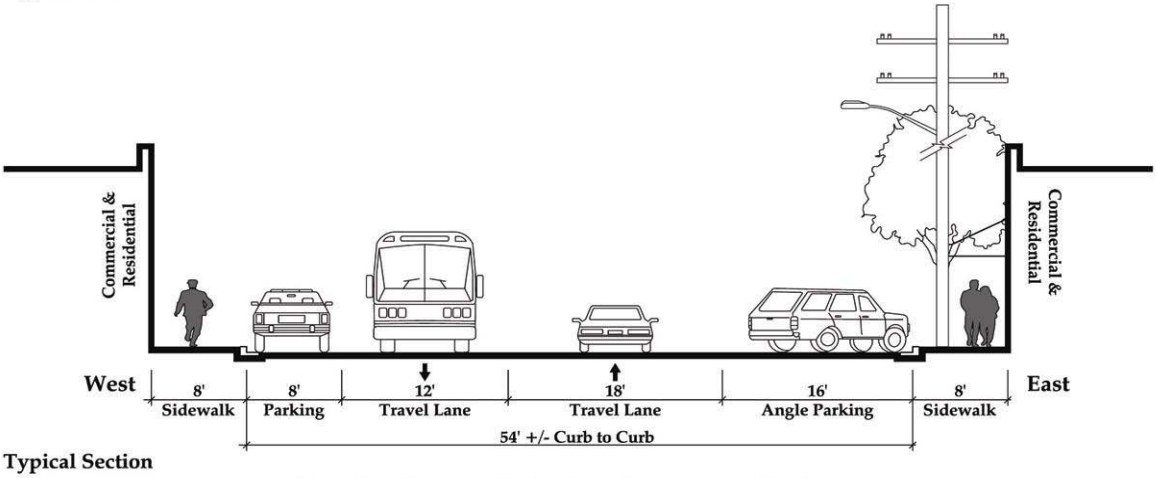

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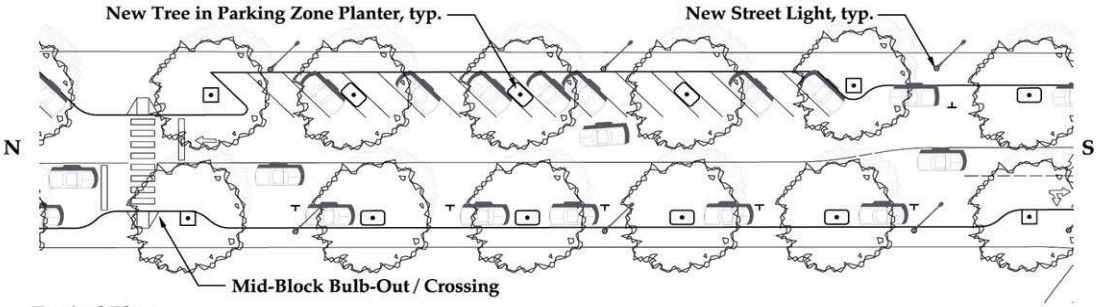
Foothill West of Seminary - Existing



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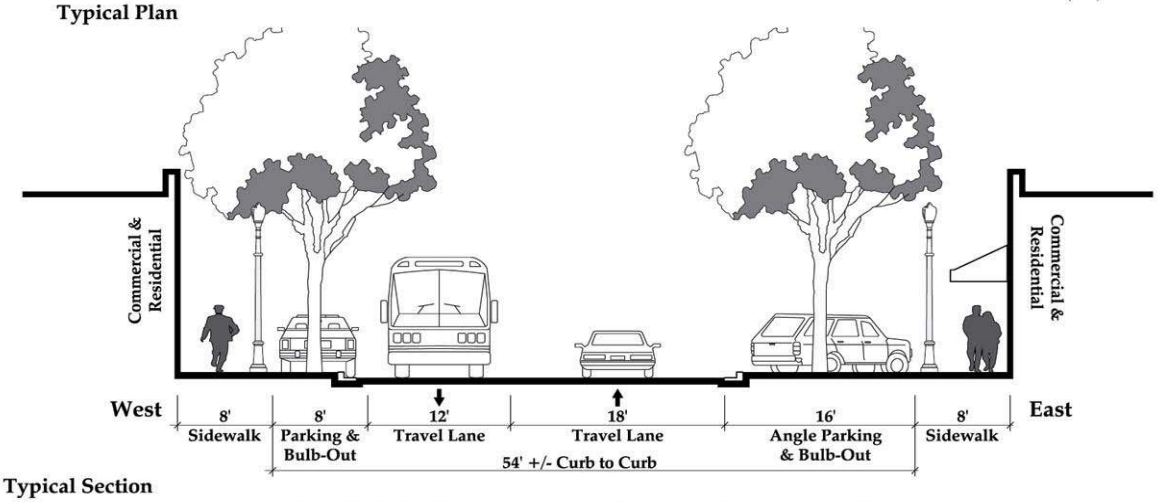

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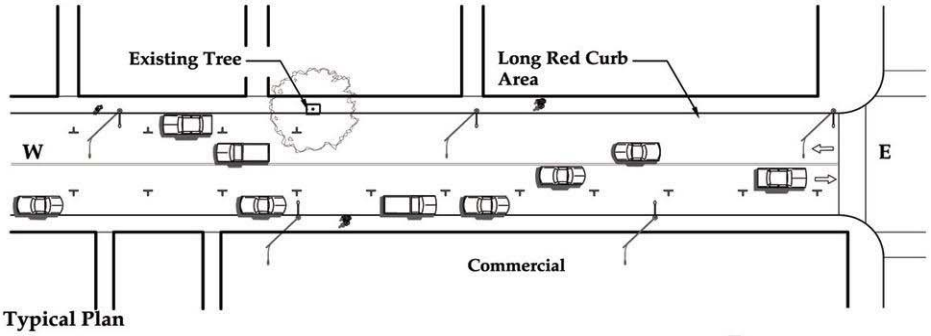
Foothill West of Seminary - Proposed



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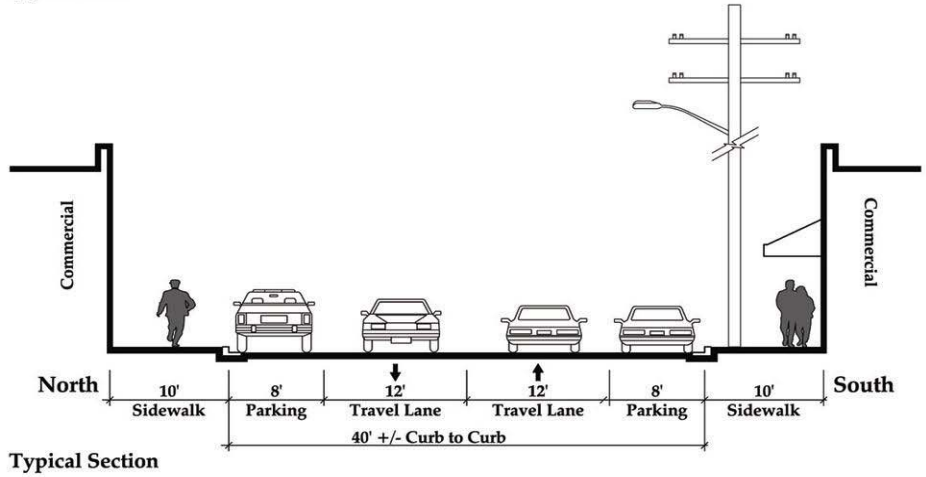
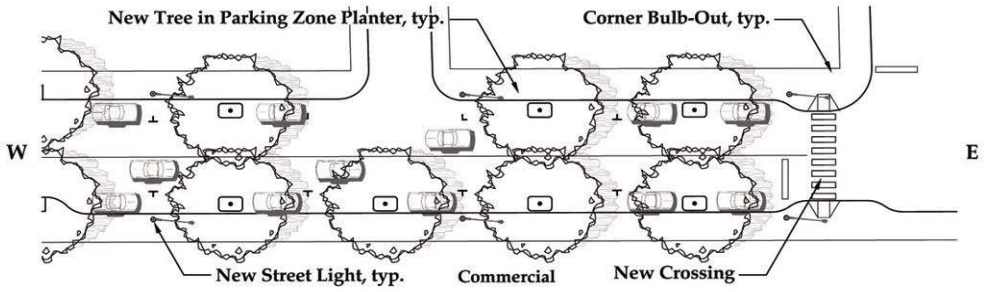


Typical Section

Seminary Avenue - Existing



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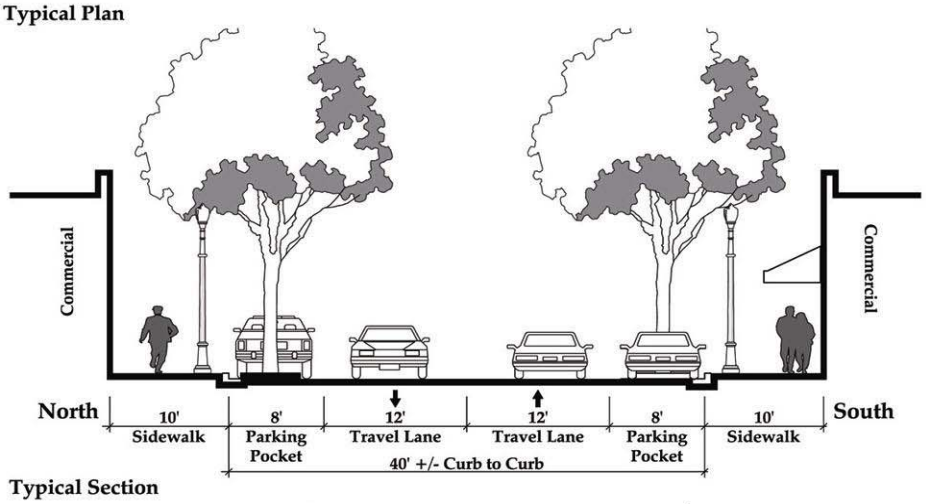


Typical Section

Seminary Avenue - Proposed

All bulb-outs would accommodate expanded, ADA-compatible ramps, and would generally be constructed in existing, no-parking areas. To maintain space for bicycle maneuvering at street corners, they would extend no more than 6 feet from the existing curbline along parallel parking frontages and no more than 14' from the existing curbline along angle parking frontages. Corner curb bulb-outs have a minimum radius of 20' to accommodate truck and emergency vehicle turning movements, with larger radii at the Foothill/Seminary intersection.

"Sideshows" are a serious public safety and livability issue in the project area, with vehicles creating "doughnuts" at local intersections. Bulb-outs will combine with the oblique cross streets that characterize the area and the proposed landscaped islands to constrict intersections, significantly constraining the vehicle movements needed for sideshows.

A bulb-out related improvement is elimination of the "slip lane" at the southwest corner of Seminary and Bancroft. Slip lanes require pedestrians to cross an additional lane of traffic, and this location does not appear to have traffic volumes that require this facility. Pedestrian-vehicle conflicts would be reduced and the adjacent corner restaurant could benefit from the additional sidewalk space created by removal of this turn lane and reconfiguration of the corner.

5) Foothill Mid-Block Crossing

A sidewalk bulb-out, enhanced crosswalk, and pedestrian signal control is recommended for the existing mid-block crossing between Mason and Seminary. At over 500' in length, this particular block is twice as long as others in the district. Mixed-use development planned for the large vacant site directly to the south is likely to increase pedestrian activity in the area significantly. As depicted by the "Foothill West Streetscape Concept," sidewalk area could be expanded dramatically, and could include additional landscaping, benches, news racks, and/or other amenities. A number of options exist for pedestrian signal control, and these will be reviewed and determined by the City's Traffic Division at the time construction plans go forward.

6) Street Trees

Street trees are recommended to provide shade, create an inviting streetscape, and buffer pedestrians from the roadway. However, as noted previously, sidewalks in the project area are narrow, particularly along Foothill Boulevard, and room for street trees is limited. In most locations space between existing tree wells and adjacent buildings is only 4'. Overhead utility lines and poles along the north side of Foothill and along the east side of Seminary further constrain sidewalk space and possible locations for street trees.

As illustrated by the Concept Plans and cross sections, street trees would be located at approximately 50' on center, in curbed planters between curbside parking stalls. Locating street trees in the parking zone allows more sidewalk space for pedestrians and narrows the perceived width of the street, helping to support traffic calming efforts. It also allows trees to be moved from under overhead utility lines and to have a broader canopy relative to adjacent buildings. Planters would be approximately 5' in width and 7' in length to allow for vehicle overhang on either side.

Conflict between subsurface utilities and parking zone tree wells is a significant factor in the feasibility of this design approach. Utility mains are the most serious concern, as relocation is

often prohibitively expensive. Utility main locations are indicated diagrammatically on the Concept Plans, and parking zone street trees appear able to clear these lines. Before improvement plans proceed, however, a detailed survey of the project area indicating all subsurface and overhead utilities, including laterals, will need to be prepared so that street trees can be located to minimize utility conflicts.

If location in the parking zone proves to be infeasible, new street trees are recommended in sidewalks. Existing Callistemon and other broad-leaf evergreen trees would be removed and replaced with deciduous trees. Existing Pear trees could be retained, depending on their location relative to bus stops and other improvements. Sidewalk tree wells for new and preserved street trees would have ADA-compliant tree grates to maximize walkable surface area, and species should be selected to have an open branching canopy small enough to minimize conflicts with overhead power lines.

7) Pedestrian-Oriented Street Lights

Existing "cobra-head" highway lights would be replaced with lower, more closely-spaced pedestrian-oriented street lights. Where existing lights are mounted on wooden utility poles – i.e., along the north frontage of Foothill and the east frontage of Seminary – new lights would need to be located between the utility poles. If utilities are undergrounded along Foothill as recommended for the project under Improvement 8), below, these poles would be removed.

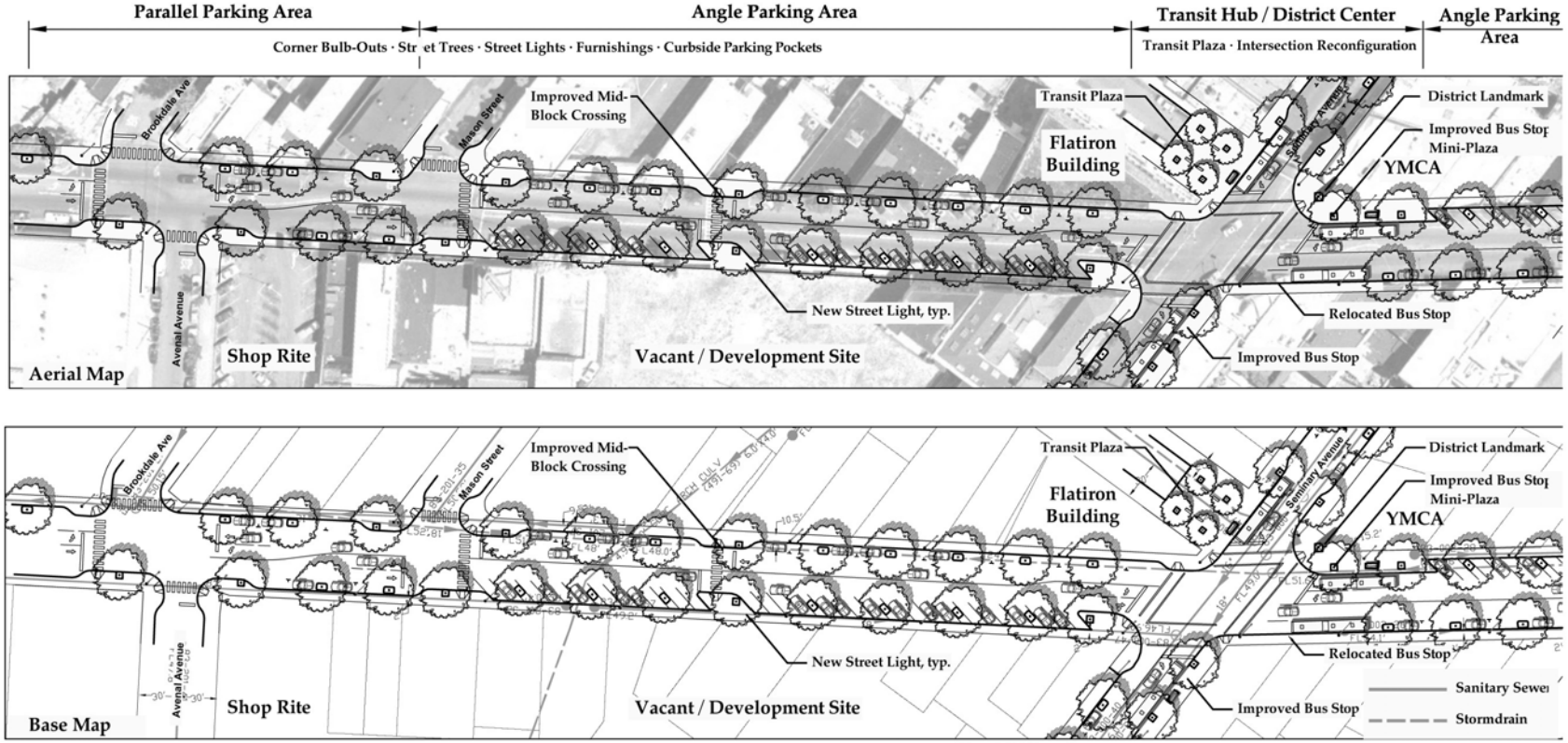
As depicted by the layout Concept Plans and cross sections, street lights would be located at approximately 100' on center, 18" from the face of curb, with a luminaire height of approximately 12'. Street lights and street trees would have a complementary spacing, with street lights located mid-way between trees so illumination is not impeded. Consistent with City of Oakland design standards, street trees will be located a minimum of 20' from street lights.

8) Underground Power Lines

Overhead PG&E power lines and poles constrain sidewalks and street trees, as noted previously. Existing lines along the north side of Foothill Boulevard should be undergrounded, future funding permitting. Sidewalks along Foothill are especially narrow, and frontage buildings and businesses will be the focus of the City's district revitalization efforts in coming years, with an emphasis on pedestrian-oriented storefront commercial tenants. As noted under Project Cost Estimate, below, undergrounding for 2,100 linear feet is estimated to cost approximately $1.8M.

9) Relocation of Angle Parking

Existing angle parking stalls striped along the north side of Foothill Boulevard to the east of Seminary Avenue should be considered for relocation to the south side of the street. Relocation would support the mixed-use project planned for the vacant site on the southerly frontage. As illustrated by the "Foothill Boulevard/West End Option" concept plan, the number of parking stalls could increase from the initial design, from 26 to 30 stalls; significant changes to intersection traffic movements are not anticipated.



Foothill Boulevard Streetscape Concept / West End Option

10) 4-Way Stop at 62nd Street

A number of Community Meeting participants recommended that the 4-way stop at Foothill/61st be moved to 62nd Street, an important crossing point for Frick Middle School students. City policies require detailed analyses to justify removal of stop signs, in general requiring that if intersection controls are modified they be upgraded, not reduced or eliminated. Regardless of the merits of the existing 4-way stop at 61st, a stop at 62nd should be studied for inclusion in the project when construction plans are prepared.

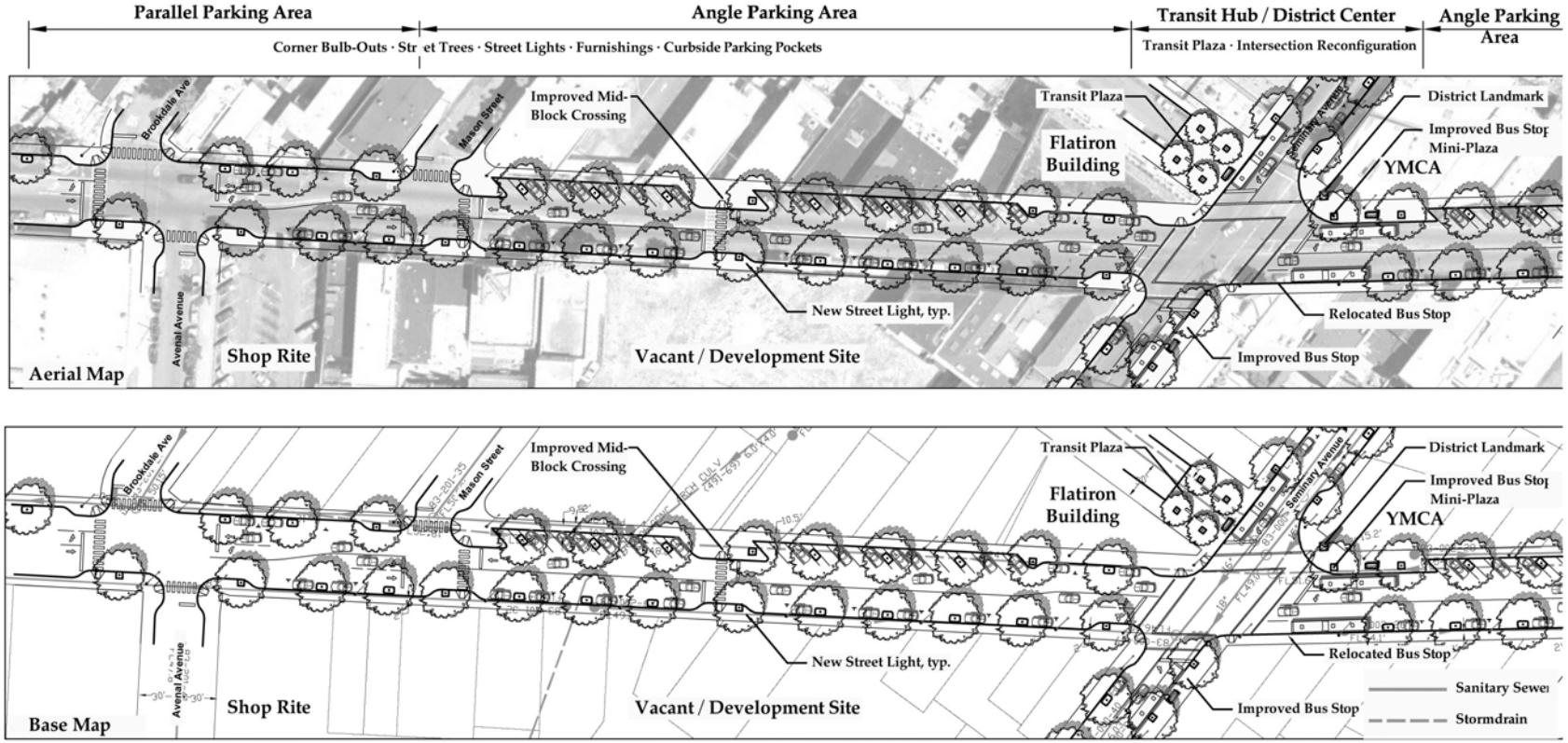
11) Closure of Fortune Way

Community members note that Fortune Way is used as a cut-through route between westbound Bancroft Avenue and northbound Seminary Avenue, and that the street is often used for auto-based drug dealing. Partial or full closure of the street should be studied for inclusion in the project when construction plans are prepared.

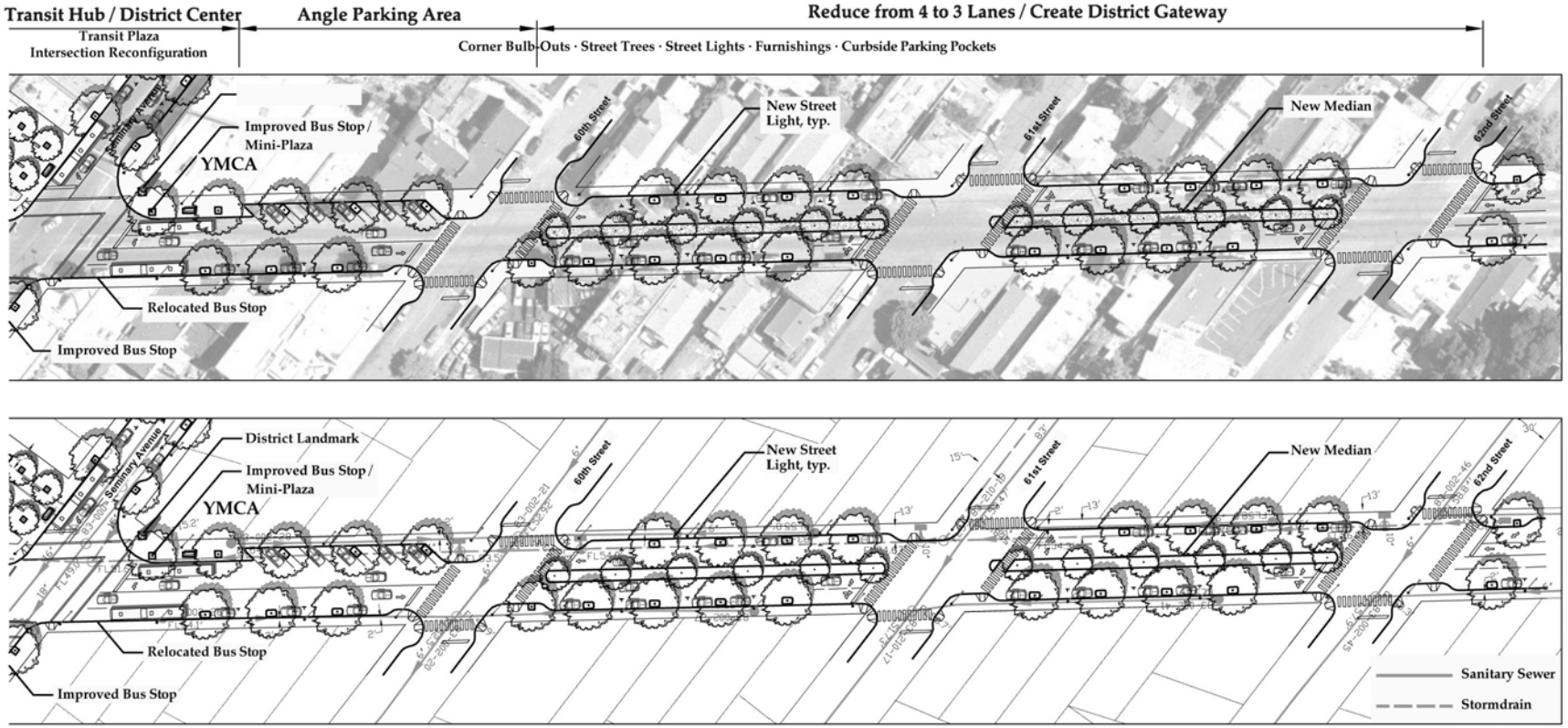
12) Furnishings

Specific furnishings will be selected during the construction drawings phase of the project. These include street lights, trash receptacles, and bike hoops. It is assumed that AC Transit bus shelters will be provided per current City and AC Transit advertising agreements with Adshel/Clear Channel.

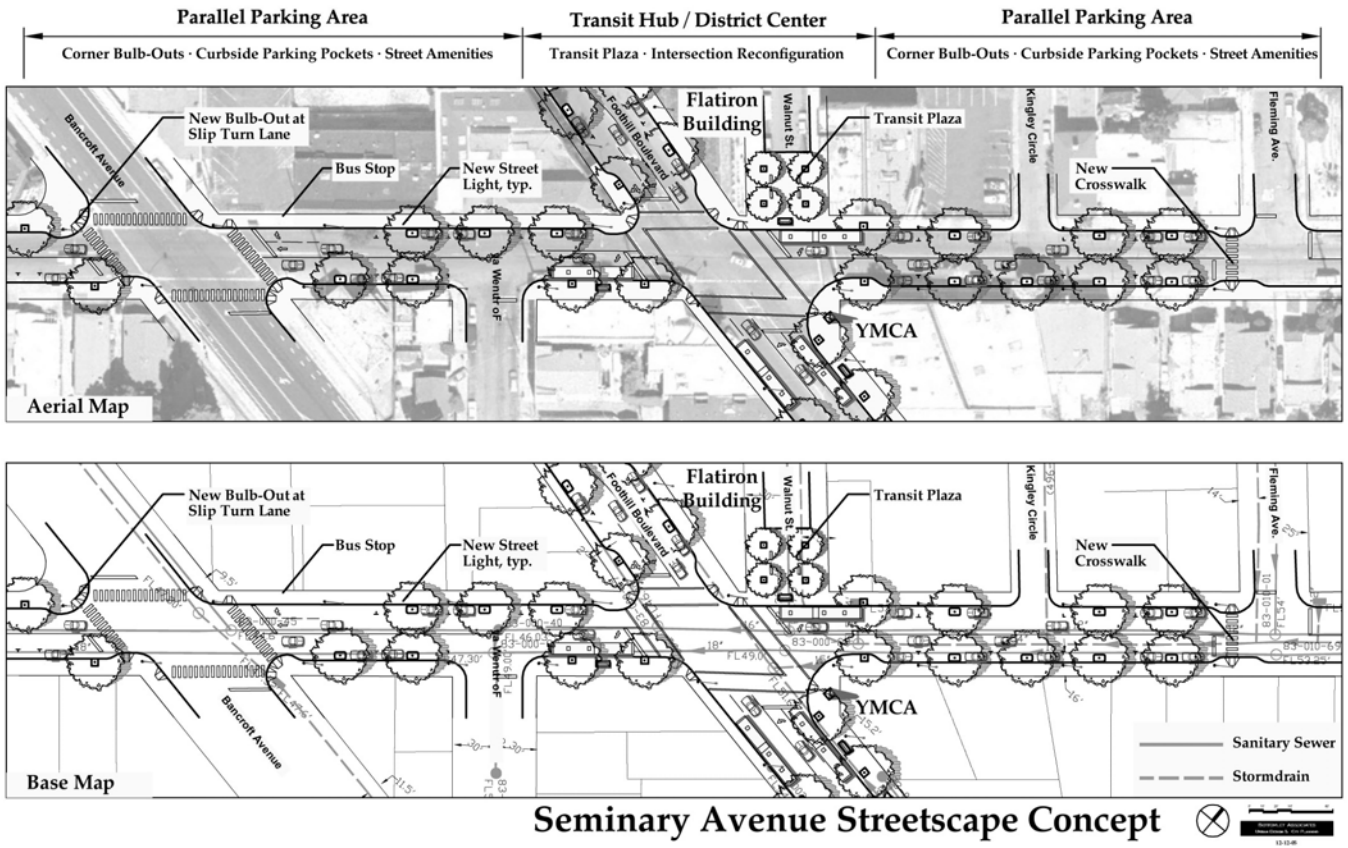
Street lights will be ornamental in character, as manufactured by Spring City, Sentry, or others; a total of approximately 62 street lights are anticipated. Trash receptacles are to be located adjacent to curb ramps at alternate corners of each intersection; a total of 14 trash receptacles are anticipated. Trash receptacles will be ornamental cast aluminum or steel with recycled materials chambers, as manufactured by Landscapeforms, Canterbury, or others. Bicycle hoops would be U-shaped and installed per the City's current bike rack installation program; i.e., as acceptable to adjacent property owners and/or businesses. A minimum of 10 bike hoops are recommended within the project area.



Foothill Boulevard Streetscape Concept / West End



Foothill Boulevard Streetscape Concept / East End



Seminary Avenue Streetscape Concept

Traffic Analysis

Attached to this memorandum as Appendix A is a Traffic Analysis prepared by DKS Associates. The analysis addresses the issues outlined below, with a focus on existing and proposed conditions at the Foothill/Seminary intersection:

1 - Intersection Lane Geometry and Configuration
2 - Coordination of Traffic Signals
3 - Public Transportation
4 - Vehicle Turning Movements
6 - Level of Service (LOS) analysis
7 - Miscellaneous Improvements Assessment

Layout concept plans have been prepared and modified in accordance with analyses of intersection geometries, lane configurations, and existing and proposed turning movements. A key finding is that with the proposed improvements the Foothill/Seminary intersection will continue to operate at LOS C to the year 2025.

Estimated Project Costs

The layout Concept Plans show proposed new curb lines, median islands, lane striping, and locations for street lights and street trees. Sidewalk areas shown in white depict locations where existing curbs, gutters, and sidewalks would be reconstructed in conjunction with construction of adjacent bulbouts and/or to repair existing damaged sidewalk areas. It is assumed that all roadway surfaces within the project area would be re-sealed and re-striped.

Project costs range from approximately $4M for the basic street and sidewalk improvements described, to approximately $6M for these improvements plus a complete signalization upgrade at the Foothill/Seminary intersection and utility undergrounding along Foothill Boulevard. These costs include a 35% construction contingency, plus approximately 30% in soft costs for engineering design and City of Oakland-required permits and fees. Line item cost estimate tables are provided in Appendix C.

Appendix A - Traffic Analysis

Executive Summary

Foothill Boulevard and Seminary Avenue are core streets serving East Oakland. The streets serve regional traffic, transit and local traffic. Land use is mixed along the streets within the study area, consisting of residences, businesses and houses of worship. Public facilities consist of Frick Middle School and the YMCA building at the corner of Foothill and Seminary.

This report is a summary of traffic analysis that was prepared to evaluate the effect of modifying the streetscape to address traffic calming, and pedestrian access. The modifications to the streetscape is being evaluated by the City of Oakland in an attempt to revitalize the study area and further restore the community while maintaining the serviceability of the street network for all users.

Improvements envisioned for the street system include narrowing of intersections by adding bulb-outs, addition of medians to provide pedestrian crossing refuge areas at intersections, lane reduction, and modification of transit stops. The analysis indicates that reduction in pavement by widening curbs, introducing islands and eliminating the intersection of Walnut and Seminary can be accomplished to the benefit of the community without adversely impacting the users of the roadway.

Introduction

The traffic analysis conducted assessed the existing conditions for both the geometric conditions of the roadway as well as the volume of traffic during AM and PM peak hour. The assessment was for current conditions, and looking at 2025 traffic volumes.

Observations were made along Foothill Boulevard in the eastern section of the study. The observation was to determine if a median were introduced to the street section with the reduction in travel lanes, what could be the impact on the traffic flow.

DKS also conducted observations of the transit stops, and an analysis was performed to assess the impact of the closing the intersection of Walnut and Seminary. Lastly, DKS we conducted turning clearance analysis of the intersection of Foothill and Seminary with the new bulb-outs being added.

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Existing Conditions

Foothill Boulevard is an arterial roadway which connects downtown Oakland with East Oakland and San Leandro. Foothill Boulevard varies in travel lanes from four to two near 60th Street. It remains two travel lanes in the vicinity of the project study area. Parking is permitted on both sides of the street. Near the intersection of Seminary Avenue angled parking serves the westbound side and parallel parking serves the eastbound side. The width between curbs varies between 53 and 55 feet approximately. Near Seminary Avenue intersection there is zero setback to the existing right of way line. Sidewalks are approximately 6 to 8-feet wide. Overhead utilities exist along this segment of the street. Speed limit is posted at 30 miles per hour.

Seminary Avenue is a two lane collector street with parallel parking on both sides of the street. Pavement width is approximately 40-feet with varying sidewalk widths. Residential and commercial building setbacks vary from 0 to 15-feet. Speed limit is not posted. Sidewalks vary from 8 to 10-feet wide. Overhead utilities exist along this segment of the street. Speed limit is posted at 30 miles per hour.

Walnut Avenue is a minor residential street with two lanes parallel parking on both sides of the street. Walnut Avenue is a local street that serves residences. It has nearby connections to Mason Street and an un-named alley to provide access to the dwellings on Walnut. This is a narrow street with approximately 36 to 40-feet width between curbs. Sidewalks are approximately 8-feet wide.

Intersection Lane Geometry and Configuration. The intersection is a skewed intersection with Foothill and Seminary forming a four leg intersection. The angle of the intersection is 55-degrees. At the intersection there are opposing left turn pockets for each Foothill approach. There are no left turn pockets along either Seminary approach. Walnut Avenue forms a fifth leg to the intersection with one lane in each direction. The intersection is signalized; left turns are permissive. All turning movements are permitted. Based upon a turning analysis a WB 30 truck cannot make the EB Foothill to SB Seminary turn without crossing opposing traffic.

The current lane configuration was taken by observation in the field by DKS Associates representatives in August 2005.

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There are two traffic signals in the study area; one exists at Foothill and Seminary and one exists at Seminary and Bancroft. Both signals have early vintage equipment. The signals operate on a fixed time basis. Pedestrian heads exist. The Foothill and Seminary Intersection was given analysis since significant improvements were identified at this intersection that could affect performance.

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Figure 1 depicts the possible turning movements at the Foothill and Seminary study intersection and **Table 1** below shows the data for turning movement counts

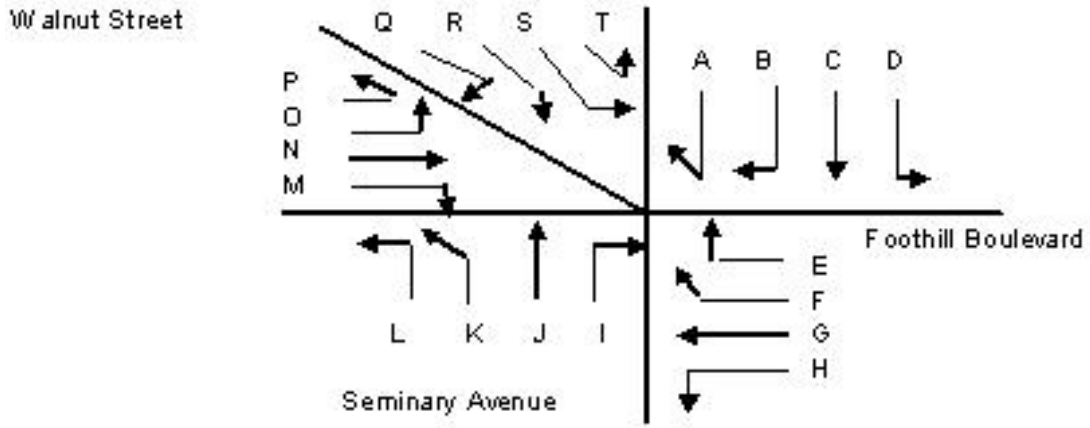

Figure 1. Turning Movement Diagram for Traffic Study Site. **Foothill Boulevard and Seminary Avenue in Oakland California**

Table 1. Turning Movement Diagram for Traffic Study Site. Foothill Boulevard and Seminary Avenue in Oakland California

PEAK PERIOD	SB SEMINARY AVE				WB FOOTHILL BLVD				NB SEMINARY AVE				EB FOOTHILL BLVD				SEB WALNUT ST				TOTALS
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	
7:45-8:45 A.M.	5	25	337	31	24	5	207	17	17	318	5	19	24	262	27	1	1	7	3	15	1350
5:00-6:00 P.M.	4	43	326	24	35	10	227	8	32	301	7	35	40	276	44	1	1	11	11	11	1447

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Coordination of Traffic Signals. Cycle lengths and effective green times for both vehicles and pedestrians are shown in Tables 2 and 3 below. The signal cycle length that is used by the City of Oakland is 65 seconds.

Table 2. Signal Timing for Project Site Intersection. All phases represented.

Signal Timing (seconds)			
Mode	**Phase 1 (Foothill Blvd)**	**Phase 2 (Walnut St)**	**Phase 3 (Seminary Ave)**
Green	17	7	29
Yellow	3	3	3
Red	1	1	1

Table 3. Pedestrian Signal Timing for Project Site Inersection. Phase 2 is not applicable as there is no pedestrian crosswalk.

Pedestrian Timing (seconds)			
Mode	**Phase 1 (Foothill Blvd)**	**Phase 2 (Walnut St)**	**Phase 3 (Seminary Ave)**
Walk	11	N/A	16
FDW	5	N/A	12

At the intersection of Foothill and Seminary, the zero setbacks to the right of way line for the existing buildings limits sight distance at the corners. The corners where the acute angle is formed (eastbound Foothill with northbound Seminary and westbound Foothill with southbound Seminary do not meet safe stopping distance for 25 miles per hour.

Curb ramps are provided at most corners, however, many of the ramps are non-conforming to current ADA policies and would need reconstruction with curb and sidewalk modifications.

AC Transit runs several routes through the study area. Along Foothill the 40, 43 and 43L run. Along Seminary the 56 runs. All bus routes extend through the Foothill and Seminary intersection. There was no bus turning maneuver observed during our observation of the intersection. There are bus stops along both streets in the study area. There are nearside stops along Foothill at Seminary. Both stops on Seminary are south of the Foothill intersection. The intersection acts as a transfer point for the bus lines as well as an occasional waiting spot for driver change overs.

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Along Seminary Avenue all parking is parallel where permitted. Along Foothill, the parking varies between diagonal and parallel. Parking is permitted on both sides of Foothill. Where the lane configuration reduces from two lanes in each direction to one lane in each direction, there is diagonal parking on the north side of the road and parallel parking on the opposite side. Transition between parallel parking and diagonal parking does occur within the interior section of the block.

Coordination of Traffic Signals. Cycle lengths and effective green times for both vehicles and pedestrians are shown in Tables 3 and 4 below. The signal cycle length that is used by the City of Oakland is 65 seconds.

Table 2. Signal Timing for Project Site Intersection. All phases represented.

Signal Timing (seconds)			
Mode	**Phase 1 (Foothill Blvd)**	**Phase 2 (Walnut St)**	**Phase 3 (Seminary Ave)**
Green	17	7	29
Yellow	3	3	3
Red	1	1	1

Table 3. Pedestrian Signal Timing for Project Site Inersection. Phase 2 is not applicable as there is no pedestrian crosswalk.

Pedestrian Timing (seconds)			
Mode	**Phase 1 (Foothill Blvd)**	**Phase 2 (Walnut St)**	**Phase 3 (Seminary Ave)**
Walk	11	N/A	16
FDW	5	N/A	12

Proposed Conditions - Recommendations

Proposed street cross sections are identified on the plans prepared by Bottomley Associates. Concept plans for the modification of Foothill and Seminary are shown in the main body of the report. The modifications to the street system are outlined below.

Along Seminary, north of Foothill, retain the on street parking and retain the existing curb locations. Improve the sidewalk pavement. Add tree planters to separate parking stalls within the study area.

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The design recommendations are to design bulbouts at the intersection to extend the walkways and shorten the pedestrian path of travel. Close off Walnut Street at the intersection and provide a hammerhead turn around. Curb radii for the curb returns should be set such that single unit trucks can make right turns without over-riding the sidewalks. Place directional curb ramps at the intersection. The placement of the curb widths should be set such that there is ample clearance at the intersections for bus stops and travel lanes. Lane configuration to be maintained per existing conditions. Along Foothill, the near side eastbound bus stop should be shifted to the far side. The nearside bus stop westbound should be retained to stop in front of the YMCA building. The curb alignment in front of the flat iron building should be retained or shifted slightly to the south. Parallel parking should be retained per existing conditions. (See discussion below regarding the potential shift of diagonal parking from the north side of Foothill to the south side.) There will be some parking lost due to the placement of tree planters in the diagonal parking.

Lane widths at the intersection should be maintained or no less than 11-feet. The parking depths should be maintained at City standard widths. Sidewalk widths (pavement) should be maintained at no less than 5-feet.

Due to the sight distance restrictions of the intersection of Foothill and Seminary the study are should be speed zone checked. If warrants permit, the speed limit should be posted at 25 miles per hour and enforced.

Traffic signals should be updated with new controllers, video detection, countdown pedestrian heads and LED signal heads. At the time of the design, the intersection should be analyzed for addition of protected left turn phase for Foothill.

At the intersection of Foothill and Seminary should there be redevelopment in the northeast quadrant or the southwest quadrant, consideration should be given to providing sufficient building setback to improve sight distance for the posted speed limit at the time of the application.

The elimination of Walnut Street at the Foothill Seminary intersection with a corresponding addition of a hammerhead turnaround is desirable. The turning movements to and from this intersection are less than ten in each direction during the peak hour period. The trip diversion through the intersection was analyzed and the results indicate that the overall performance of the intersection does not deteriorate with the elimination. Plus the elimination reduces several

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vehicle conflicts at an intersection that is currently compromised due to the sight distance restrictions. A simple hammerhead turn-around at the new terminus of Walnut Street will allow the several vehicles on the street to reverse direction and head to Mason to leave the area.

Traffic Analysis

The future level of service was tested with the elimination of Walnut and with the introduction of bulb outs at the intersection.

LEVEL OF SERVICE ANALYSIS RESULTS. The project site intersection is a two phase cycle, with no advance lefts at the present time. Since the intersection is operation at a Level of Service (LOS) C, there will be no need for advanced lefts.

Table 4 below shows the result of the LOS analysis using Synchro. Lane geometris and signal timings were obtained from the City of Oakland. For projections in 2025 the CMA model was used to tabulate projected trips. Change in trips versus a growth factor was used for the 2025 LOS analysis.

Table 4. Level of Service Comparison. Base condition (2005) compared against projected condition (2025).

	Level of Service	
	2005	**2025**[1]
AM	B	C
PM	C	C

[1] Projections based off of Bay Area CMA model.

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Turning movement assessment at Foothill Boulevard and Seminary Avenue

The angle of approach at Foothill and Seminary is approximately 55 –degrees. Therefore the proximity of stopping bars at the intersection are of importance such that the relocation of the bars does not push the vehicles further back from the intersection and thereby compromise sight visibility. Since the intersection is stoop controlled, it is appropriate to evaluate whether the addition of bulb outs and revision of stop bars for clearance results in substandard conditions. According to American Associates of State Highway and Transportation Officials Policy on Geometric Design of Highways and Streets, intersections with traffic signal controls should be designed such that the first vehicle stopped on one approach shall be visible to the driver of the first vehicle stopped on each of the other approaches. And Left turning vehicles should have sufficient sight distance to select gaps in oncoming traffic and complete left turns. The following Table 5 depicts whether there is visibility for the opposite approach and for the left turning movement whether the sight distance exceeds 355-feet.

Table 5 Visibility of stopped vehicle at Foothill and Seminary

Approach	NB Seminary	SB Seminary	WB Foothill	EB Foothill	Left Turns
WB Foothill	Yes	Yes	NA	Yes	Exceeds
EB Foothill	Yes	Yes	Yes	NA	Exceeds
NB Seminary	NA	Yes	Yes	Yes	Exceeds
SB Seminary	Yes	NA	Yes	Yes	Exceeds

The turning template was tested for automobiles and for single unit trucks. For all movements, automobiles can easily negotiate the intersection. For single unit trucks with a wheelbase of 3—feet such as delivery trucks, the proposed geometry can work as long as there are allowances provided for in the bulb out design to accommodate the wider turning radii. The northwest quadrant (both Seminary and Foothill proposed curbs) will likely require adjustment during design to accommodate the 30-foot wheelbase turning movement. For purposes of the analysis, it was assumed that a bus was at the stop which limits the turning clearance. (See attached turning movement diagrams).

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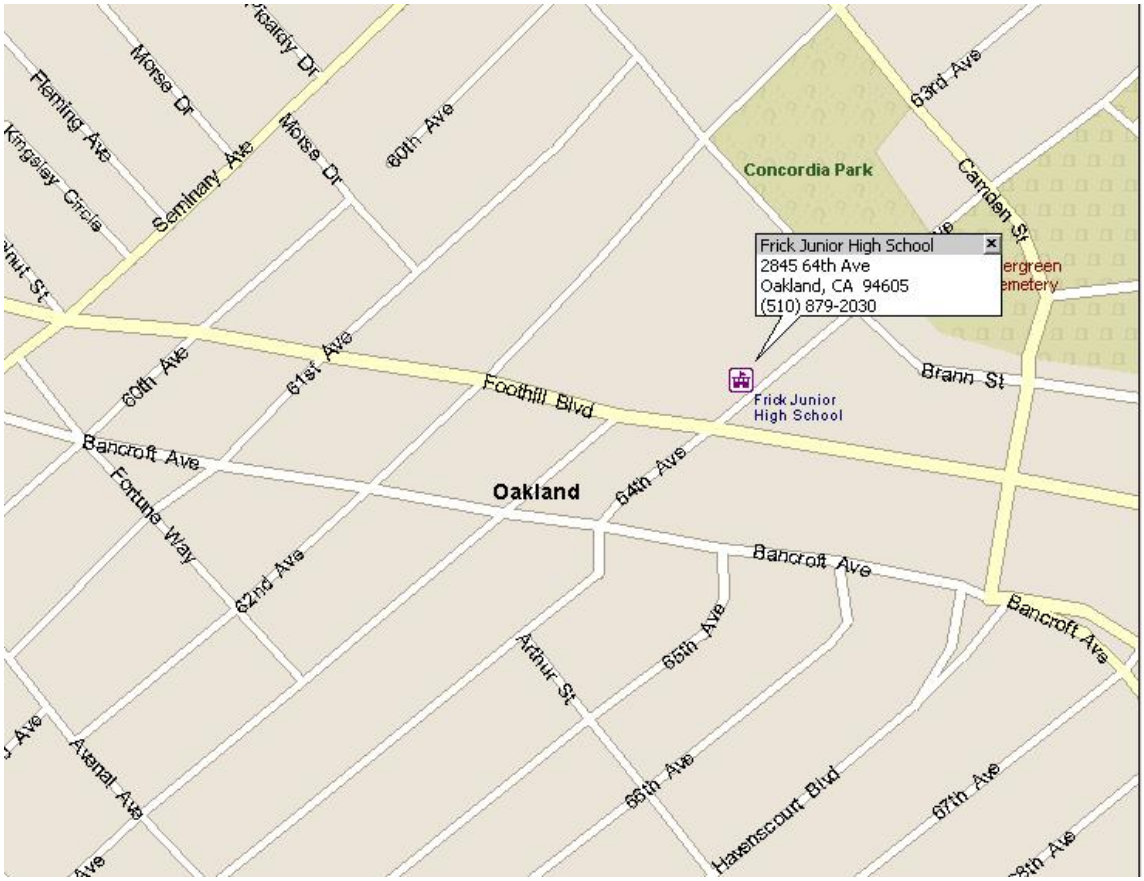
Lane reduction assessment at 62nd Street and Foothill Boulevard
Foothill Boulevard and 62nd Street is 3 blocks south from the study intersection at Foothill / Seminary. The study site is Frick Middle School located in downtown Oakland.

Figure 1. Study Site.
Frick Middle School



Frick Junior High School is located at 2845 64th Avenue. The study site is bounded by Foothill Boulevard to the west, Brann Street to the east, 62nd Avenue to the north, and 64th Avenue to the south. The site location and roadway network are illustrated in **Figure 1**.

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Traffic Patterns

Traffic around the school is very light during most of the day. During the morning period, there was very light traffic using Foothill Boulevard. There were instances when trucks/school buses would double park blocking one of the lanes; however even with this bottle neck, there was no blockage or delays. These double parking incidents occurred between 62nd and 63rd. They were not related to delivery trucks, but to residents who live on Foothill Boulevard.

Transit

The Alameda-Contra Costa County Transit District (AC Transit) has jurisdiction over public transit in Alameda and Contra Costa County. AC Transit currently operates four (4) lines within the vicinity of the proposed project. The AC bus routes that would mostly be used as single or connecting routes are Line 40 – Telegraph, Line 43 – Shattuck, Line 640 – Simmons - Foothill and Line 641 – Fremont - Bancroft. Along Foothill Boulevard, bus stop locations exist in both directions at 62nd Avenue, 63rd Avenue and 64th Avenue.

Line 40 provides service from the Bayfair BART station to the Berkeley BART station. Line 40 provides service in the northbound direction between 1:10 a.m. - 5:08 a.m. and 6:46 p.m. - 7:54 p.m. from the Eastmont Transit Center to the Berkeley BART station, in the northbound direction. In the southbound direction, Line 40 operates between 1:09 a.m. – 6:24 a.m. and 6:39 p.m. – 12:19 a.m. from the Berkeley BART station. Weekend service is provided. AC Transit provides service at 15-minute headways for this route, or a frequency of 4 buses an hour.

Line 43 provides service from the Eastmont Transit Center to the El Cerrito Plaza BART Station. Weekday service provided between 4:55 a.m. and 7:05 p.m. in the northbound direction, at 10-to 15-minute headways during the peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. - 6:00 p.m.) In the southbound direction, service is provided between 4:56 a.m. and 11:21 p.m., at 15-to 20-minute headways during the peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. - 6:00 p.m.). Weekend service is provided between 5:15 a.m. – 10:18 p.m. in the northbound direction and between 5:11 a.m. to 11:25 p.m. in the southbound direction. Line 43 travels along Foothill Boulevard in the vicinity of the project.

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AC Transit provides service at 15-minute headways for this route, or a frequency of 4 buses an hour.

Line 640 provides service only during school days from Calvin Simmons Junior High School to the Bay Fair BART station. This route provides service to students, as it stops at local schools along its route, including Frick Middle School. This route only has one run starting at 3:25pm and ending at 4:13pm, in the southbound direction only.

Line 641 provides service only during the school days from 106th Avenue and Bancroft Avenue to Fremont High School. This route provides service to students also, as it stops at local schools along its route, including Frick Middle School. One run is provided in the northbound direction with starting at 7:36am and ends at 8:00am. 2 runs are provided in the southbound direction starting at 3:15pm at Frick middle school ending at 3:29pm and one starting at 3:22pm from Freemont High School ending at 3:45pm.

Pedestrians

Painted crosswalks are marked east-west along Foothill Boulevard from Seminary Avenue to Havenscourt Boulevard on Foothill Boulevard. 4-way stop signs are also in place on the 62nd Avenue and 64th Avenue approaches but not 63rd Avenue. School employees mentioned that there have been incidents of accidents at the 63rd Avenue intersection involving school children.

Pedestrian behavior around the school mostly involves minors jaywalking across Foothill Boulevard to meet parents waiting in idling vehicles. There are no cross guards provided by the school, only 2 security personnel who mostly monitor dangerous activity; not necessarily pedestrian safety.

Commercial Activity

No major commercial activity is located within the vicinity of the school. Minor retail and auto repair shops are located along Foothill Boulevard. The nearest larger commercial store is the Shop Rite store at Bancroft Avenue and Avenal

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Avenue (one block north and west of the study intersection). The nearest major commercial area is found on International Boulevard, west of the project site.

Summary

Medians along Foothill Boulevard would not affect vehicular or pedestrian safety, based on the relatively low traffic volumes. Vehicle speeds may actually decrease as a result of lane reductions though. The lack of heavy commercial activity safeguards against the possibility of double parking on Foothill Boulevard, between 62nd and 64th Avenue. With residential double parking the duration of these occurrences are minimal and unlikely because of sparse residencies on Foothill Boulevard. Transit operations would still be accommodated within the existing right-of-way with minimal disruption to bus headways or regular traffic flow.

Miscellaneous Project Elements

Diagonal Parking Opposite side of Foothill west of Seminary. During the course of the assessment, one option was identified, namely the shifting of the Foothill Boulevard diagonal parking that lies to the west of Seminary Avenue to the opposite side of the street. This would result in a condition whereby the diagonal parking would be on opposite sides of the street along Foothill Boulevard, namely on the south side of the street west of Seminary and on the north side of the street east of Seminary. Due to the fairly confined and skewed intersection, there would have to be some modification in the intersection geometry to accommodate the change. Impact on the alignment at the intersection might be the need for relocation of the nearside west bound transit stop to the far side, loss of some existing diagonal parking near the YMCA building, the shifting of the lanes further north for the west side approach on Foothill. The lane alignment across the intersection appears to be acceptable due to the skew nature of the intersection.

Closure of Walnut Street at Seminary - Benefits and liabilities. The closure of Walnut Street at the Foothill Seminary intersection will result in changes in circulation. According to the peak hour turning movements, less than 10 movements leave Walnut and ten movements enter Walnut during each peak hour. The closure will require the shifting of these movements to nearby Mason Street. Mason Street and Foothill Boulevard is a stop controlled intersection (for

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Mason Street) with light traffic movements. Pedestrian activity was low during the observation period. This area of Foothill has several houses of worship. Therefore it is anticipated that the vehicular activity and pedestrian activity would be considerably different during Sunday mornings. Other than Church activity, travel activity from the residential neighborhood on Sundays are typically low and certainly much lower than peak hour volumes experienced when the traffic counts were taken. In view of the above, we feel that closure of Walnut Street at the intersection would not have a significant impact to the intersections of Walnut and Mason and Mason and Foothill. It is recommended that a hammer head turn around be provided at the end of Walnut so that vehicles will have an opportunity to turn around. The existing housing indicates that there are very few driveways on Walnut therefore the hammer head turnaround is a desirable improvement.

On Street Parking

The introduction of trees and bulbouts will result in some parking loss. The following table depicts the changes in parking based upon the current concept plan.

Location	Existing Parking	Proposed Parking	Comments
Foothill West of Seminary			
Foothill East of Seminary			
Seminary North of Foothill			
Seminary South of Foothill			

Transit Stop Modifications

Recommendations for relocation and modification of transit stops are being suggested as part of the concept plan. Since there are three lines (40, 43 and 43L) along Foothill and one of the lines is a articulated line, the minimum length of a transit stop should be 65-feet with the distance from the crosswalk to the bus stop being 15-feet. The bus lines will be running between Berkeley and the East Mall Shopping Center. Therefore, there is a strong likelihood for bunching at the westbound station and not much likelihood for eastbound bunching. Bunching is a term that refers to two or more buses running together. When this occurs, it is

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typically overcome by extending the length of the bus stop. In light of the above, it is recommended that the east bound bus stop at Foothill Seminary be extended to 110 feet (under the concept this is a relocated stop to the far side of the intersection). The westbound bus stop should be set at 65-feet (with 15-foot separation to the crosswalk if the stop is nearside). On Seminary there is only one route the 57 which is a 40-foot bus. Nearside stops are proposed for both directions and are acceptable with the current geometry shown on the concept plans.

Closure of right turn lane at Bancroft and Seminary. The closure f the dedicated right turn lane with pork chop island has been recommended for removal and conversion of the turn to a conventional intersection right turn with no separator island. This can be accomplished as a pedestrian improvement. Observations indicate that there are not a substantive amount of traffic that would be affected by the change. It is important to note that the radii of the curb return shall be set such that there is ample clearance for large wheelbase vehicles to make the right turn without encroachment onto the sidewalk. Signal modification would likely be needed as well as curb ramp modifications.

Closure of Fortune Way. At a recent field walk, local residents requested the closure of Fortune Way at Bancroft Avenue. This closure would result in the elimination of one leg of a six leg intersection. Bancroft Avenue and 60th Street form the intersection and Fortune Way cuts diagonally across the intersection. The elimination of the access would be an improvement in terms of traffic control. The design would require evaluation of the turning movements and geometric analysis to assure that all traffic, pedestrian and bike circulation issues are resolved.

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Appendix B - Community Meeting Comments

Community Meeting #1 - July 20, 2005

The comments below were recorded during the course of the meeting discussion. (R) indicates response by City staff or consultants.

- Commercial businesses are too far apart. Storefront churches occupy a lot of the frontage; additional space for new businesses development is needed. Live/work development should be allowed to encourage reinvestment and attract new residents to the neighborhood.

- There are over 50 storefront churches in the area. These buildings are used only on Sundays; no sales tax, no tenants.

- Better nicer night lighting is needed. It will discourage loitering and highlight the (streetscape) improvements.

- The area has too much drug dealing and shootings. There are too many liquor stores adding to the problems.

- Through traffic is too fast. What about some speed humps? (R) They can make access difficult for emergency vehicles; also generally good for residential areas but not typically commercial districts. However, other ways to slow traffic, such as corner bulbouts, will be considered as part of the design plans.

- What about pavement "flashers" for the crosswalks? (R) This may be viable on some of the intermediate intersections away from Foothill/Seminary.

- There are vacant "out of service" buses traveling on Seminary. Can the route be switched to 55th Avenue? The street is too narrow for its current level of bus and truck traffic.

- Bus stops in the area need to be better organized, more accessible.

- What consideration will be given to bicyclists? Can bike lanes be striped along Foothill? (R) Bike lanes usually stop at commercial districts; angle parking can be dangerous combined with a bike route. Bike racks will be included in sidewalk improvements.

- Angle parking is good, we need to keep it wherever we can.

- Can we remove some of the red curb areas and replace them with curbside parking?

- The red curb along the Vintage Inn frontage may have been established to minimize "questionable" activities there. The VI is a neighborhood problem.

- Albertson's are closing up all around the neighborhood/East Oakland. We need a food market.

- The Shop Rite grocery store is a neighborhood anchor. It should be linked to other shops, restaurants, cafes in the district to anchor a continuous frontage.

- Could new development at the "Foothill Gateway" site link to Shop Rite and to adjacent commercial frontages?

- Existing buildings need facade improvements and major renovations. Boarded up window really need to be removed throughout the area.

- We have had a lot of plans for revitalizing this area. The ideas (in the presentation) seem wonderful but how do we need anything will come of this, any more than the previous plans? (R) This area has been recently included in a redevelopment district and will have its own sources of financing. Previous plans didn't.

- We can't just fix up the streetscape, though that would be nice. What about the buildings, boarded up windows, and all the community churches. (R) The redevelopment approach the City has used to revitalize similar districts includes facade improvements, working with local businesses and property owners, etc. Sometimes participation in new development projects.

- Closing Walnut to create a transit plaza sounds like a good idea.

- This was a vital neighborhood commercial district only 10-15 years ago. We need to bring the nearby residents back to the area. Most property owners are "absentee."

- Will this project include benches and street lights? (R) Yes, it will include those amenities as well as street trees, bus shelters.

- What about some special gateway or landmark at the Foothill/Seminary intersection, something like the archway sign in the Laurel District? It's the heart of the area. Maybe a fountain and roundabout in the middle of the intersection? (R) The design will incorporate some type of special landmark at the intersection; however, a fountain and roundabout may be problem for buses and left turns.

- The area's character needs to be preserved; color, culture, unique facades, etc.

- How can we get the community to come out and become more involved in the project?

Community Workshop #2 - August 24, 2005

The notes below were transcribed from post-it note comments placed on drawings by workshop participants. Two colors of post-it notes were used, green to represent "like" comments and pink to signify "dislike" or "needs improvement" comments

Foothill Boulevard Streetscape Concept

The following are "like" comments (green post-it notes):

- OK go! (area of Foothill north of Seminary)
- Make present parking lot at Fairfax Avenue between Foothill Blvd. and Bancroft Ave. a public parking area for shoppers.
- Like the bulb-outs, particularly @ Avenal, Brookdale, Mason, because of sideshows
- Make a safer pedestrian crossing (@ Mason & Foothill)
- Put a traffic light at Mason + Foothill
- Put a crossing light at Mason and Foothill, make it easy for people to cross
- OK to improved street crossing (@Mason& Foothill); go!
- Consider tables w/ built-in chess boards for the Walnut St. promenade/transit plaza
- Love trees, but worried about taking up too much parking
- Pleasant pedestrian community area (i.e., the Transit Plaza)
- More convenient for bus catchers (@ Foothill / Seminary intersection)
- Keep the sideshows going, but to make it a little bit safer O.K.!!!
- OK on median (by 62nd)
- Consider type of trees that don't "leak" sap onto cars, who wants to keep washing their cars all the time?
- Yes to planters & trees (in parking zone)
- Encourage local artist participation in public areas (decorating garage, windows, plant pottery, artsy , iron things...)
- Good signage w/ possible lights (needed) to aid transfer for school kids (attending Frick Middle School)
- Consider street lights that look good at night, and not that sickly yellow like some lights.
- Consider eco friendly plants, materials, power friendly lights.
- Yes to planters & trees (in parking zone)
- Underground utilities is great.

The following are "needs improvement" comments (pink post-it notes):

- How do the police / ambulances/ fire. feel about proposed slowdown of Foothill corridor? Would they be forced to use Bancroft?
- Need 2 stop lights (@ intersection of Mason as well as Seminary)
- Need bike lanes on Foothill and Seminary
- More stop signs + visibility at all stop signs (needed)
- No (parking) meters. They suck. Free parking (maybe a time limit)
- (Should install) lighted crosswalks @ mid-block crossing
- Consider impact of overflow parking on adjacent side streets
- Police (needed at Foothill / Seminary intersection)
- More police (needed Foothill / Seminary intersection)
- Open more programs (in the area) for teenagers
- Concern about backing out into traffic (in the angle parking area)
- (Need to) stop all sideshows
- Open discussion to more NCPL's and encourage more voices to facilitate resident input

- (Need) more stop signs and more (street lights
- Dimness of street lights; lack of bus shelters and benches; lack of video surveillance in high accident and crime areas, w.c. accessible ramps not too steep (existing problem)
- Need a drop off @ Frick, inside campus (Frick Middle School)
- Traffic - cameras @ high accident areas
- Sidewalks and driveway inclines need to be wheelchair accessible; (today they are) too steep to go up / going down, or forward
- Seniors crossings (need to be improved/considered)
- Phones accessibility (i.e., need more pay phones)
- Traffic lights w/ count down signals (recommended)
- Brightness of lights (recommended)
- Use trees to cut spaces for sideshows
- Need bike lines.
- Want lights to be two armed illuminating both pedestrians and auto through area.

Seminary Avenue Streetscape Concept

The following are "like" comments (green post-it notes):
- OK (like landmark at southeast corner)
- Keep the bus stop at the YMCA (as shown)
- Yes to new walk**s**
- If this is to go, what about this area at Walnut? (Transit Plaza)
- Crosswalks needed @ all intersections along Seminary

The following are "needs improvement" comments (pink post-it notes):
- Concern w/ Walnut at at rear of the Transit Plaza (re: access to homes on Walnut)
- Need bike lanes.

Foothill / Seminary Intersection Concept

The following are "like" comments (green post-it notes):
- I like the whole overall idea
- There are many good areas around MacArthur. Avoiding the good areas.
- Would like to see a arch saying "Entering the Seminary Shopping District" like in the Diamond District.
- Would like to see the City encourage small quaint businesses in this area - restaurant, shops, and bookstores.
- Good Idea for a hangout for kids (Transit Plaza)
- Walnut full closure - Good.
- Bulb-outs + wider sidewalk - Good.
- From 55th Ave. + Walnut Street to Seminary make it a one-way.
- Yes, make it one-way from 55th to Seminary.
- Keep bus stop here (at southeast corner by YMCA); it's useful for kids crossing to other side of Seminary. More dangerous to move it.

The following are "needs improvement" comments (pink post-it notes):
- Concern about cars backing out to oncoming traffic? (the angle parking area)
- Worried that not considering final use of this property may impact any traffic & pedestrian considerations. May need more or less space (@ northwest corner).

- Foothill and Seminary - Worried about the street people messing up the area if it gets fixed up.
- Believe police need to review good areas on a regular basis due to crime.
- Don't use pedestrian signal button, not good in high pedestrian areas.
- Walnut = drug area of corridor for drug activity (supply / demand). Blocking will make things worse. Please consider turning to one way (out to Foothill), so police can have access.

Community Workshop #3 - October 8, 2005

The notes below were transcribed from post-it note comments placed on drawings by workshop participants. Two colors of post-it notes were used, green to represent "like" comments and pink to signify "dislike" or "needs improvement" comments

Foothill Boulevard Streetscape Concept

The following are "like" comments (green post-it notes):
- Consider chess boards / tables at Walnut pedestrian plaza, encourage positive loitering
- I like the trees, bulb-outs, street lights, and bigger sidewalks

The following are "needs improvement" comments (pink post-it notes):
- On Foothill Boulevard from 61st to 62nd near Frick Middle School need timed blinking lights or sign to alert motorists that school is in session
- Re: Walnut/Seminary closure, how about an "emergency authorized vehicle access only"- for police, ambulance, fire and public works?
- Liquor store at Walnut & Seminary - change to a small grocery store?
- What about Rotary / Planters in middle of intersections?
- Please do something about Fortune Way (that short side street), can it be closed off?
- Police substation, walking beat officer? (southwest corner of Foothill & Seminary)
- Please continue streetscape improvements to 55th Avenue

Seminary Avenue Streetscape Concept

The following are "like" comments (green post-it notes):
- Walnut Street closure okay, could be a median or tree planter for access to residents on foot
- Bike lane (south side of Seminary Avenue)
- More outreach to residents for community involvement via direct mail, TV commercials, newspaper columns and ads
- Budget for outreach to local artists whenever/wherever possible to stimulate Oakland artist involvement (a la Fruitvale District)
- Consider local foundries for iron furnishings.....

The following are "needs improvement" comments (pink post-it notes):
No comments

Community Workshop #4 - November 12, 2005

The notes below were written on handouts during the course of a walking tour of the project area.

Foothill Boulevard Streetscape Concept

- Bancroft/Fortune/Foothill cut-through traffic needs attention
- Make street lights two-headed
- Bulb-outs at Avenal and Brookdale very good
- Cut back median island at 60th Street or have landing for pedestrians to stop
- Stop light needed (at 62nd)
- Can stop sign at 61st be replaced with low lights? Do not need race track
- Recommend ramps for easy access to cars from bulbs
- Ramps (needed) on median near Frick to accommodate children and bicycles

Seminary Avenue Streetscape Concept

- (No Comments)

Foothill / Seminary Intersection Concept

- Must have emergency access at plaza (police in and out); perhaps phase in the closure to make sure crime element works safety
- Tree wells need to protect trees, particularly between Seminary and Brookdale, especially since sideshows gone
- Fortune Way needs to be calmed down
- Should provide shade/rain shelter at Transit Plaza
- Need to accommodate emergency vehicle access at plaza
- Need good lighting (at plaza)
- Utility poles and guy wires are ugly
- Bank building needs a good tenant
- Garbage cans (dumpsters) are ugly (on Seminary adjacent to YMCA)
- Need more attractive litter containers (quantity and looks)
- Block off Fortune at Bancroft
- No billboards!
- Remodel liquor store (market) adjacent to plaza

Appendix C - Cost Estimate Tables

Foothill/Seminary Public Transit Hub
Streetscape Improvement Plan Concept Cost Estimate - w/Signals and Undergrounding
Bottomley Design & Planning 14-Dec-05

Item No.	Item Description	Units	Estimated Quantity	Unit Price	Amount
1	Traffic Control	allow	1	$ 50,000.00	$50,000
2	Mobilization	allow	1	50,000.00	$50,000
3	Demo Existing Sidewalk/Lighting	sf	15,388	6.00	$92,328
4	Remove AC Paving	sf	21,852	3.00	$65,556
5	Concrete Curb and Gutter	lf	2,619	35.00	$91,665
6	Concrete Sidewalk, incl Bulb-Outs	sf	31,846	12.00	$382,152
7	Median/Island Concrete Curb and Gutter	lf	808	35.00	$28,280
8	Median / Planter Fill	sf	5,969	2.50	$14,923
9	Parking Zone Curb Planters	ea	53	2,000.00	$106,000
10	Concrete Curb Ramps	ea	45	2,000.00	$90,000
11	Street Trees (36" box)	ea	73	1,500.00	$109,500
12	Streetlights	ea	62	10,000.00	$620,000
13	Transit Plaza (2,700 sf)	allow	1	50,000.00	$50,000
14	Landmark	allow	1	25,000.00	$25,000
15	Bus Shelters	ea	3	0.00	$0
16	Trash Receptacles	ea	14	1,500.00	$21,000
17	Bicycle Racks (eg. Inverted U-Shaped)	ea	10	500.00	$5,000
18	Storm Drain Relocation	ea	10	10,000.00	$100,000
19	Street Oil Seal	allow	1	155,000.00	$155,000
20	AC Pavement (1' per lf of curb)	ton	255	100.00	$25,500
21	Transit Signage and Markings	allow	1	3,000.00	$3,000
22	Traffic Striping and Markings	allow	1	75,000.00	$75,000
23	Intersection Signals Upgrade	ea	1	225,000.00	$225,000
24	"Continental" (type 3) Crosswalk	sf	4,695	7.00	$32,865
25	Flashing Crosswalk	allow	1	60,000.00	$60,000
26	Irrigation System, Median / Planter Areas	sf	5,394	2.00	$10,788
27	Irrigation System, Street Trees	allow	1	36,500.00	$36,500
28	Underground Overhead Utilities	lf	2,100	500.00	$1,050,000
29	Backflow Preventers	ea	2	3,000.00	$6,000
		Construction Subtotal			**$3,581,057**
		Construction Subtotal			$3,581,057
		Construction Contingency @ 35%			$1,253,370
		Construction Total			**$4,834,426**
		Construction Engineering @ 10%			$358,106
		Preliminary Engineering/Design @ 15%			$537,158
		Right of Way Approvals/Permit Fees @ 1%			$35,811
		City Contract Compliance Fees @ 3%			$111,013
		City Public Art Surcharge @ 1.5%			$53,716
		Total Project Cost			**$5,930,230**

Foothill Boulevard = 2,100 LF
Seminary Avenue = 1,000 LF

Foothill/Seminary Public Transit Hub
Streetscape Improvement Plan Concept Cost Estimate - Basic
Bottomley Design & Planning 14-Dec-05

Item No.	Item Description	Units	Estimated Quantity	Unit Price	Amount
1	Traffic Control	allow	1	$ 50,000.00	$50,000
2	Mobilization	allow	1	50,000.00	$50,000
3	Demo Existing Sidewalk/Lighting	sf	15,388	6.00	$92,328
4	Remove AC Paving	sf	21,852	3.00	$65,556
5	Concrete Curb and Gutter	lf	2,619	35.00	$91,665
6	Concrete Sidewalk, incl Bulb-Outs	sf	31,846	12.00	$382,152
7	Median/Island Concrete Curb and Gutter	lf	808	35.00	$28,280
8	Median / Planter Fill	sf	5,969	2.50	$14,923
9	Parking Zone Curb Planters	ea	53	2,000.00	$106,000
10	Concrete Curb Ramps	ea	45	2,000.00	$90,000
11	Street Trees (36" box)	ea	73	1,500.00	$109,500
12	Streetlights	ea	62	10,000.00	$620,000
13	Transit Plaza (2,700 sf)	allow	1	50,000.00	$50,000
14	Landmark	allow	1	25,000.00	$25,000
15	Bus Shelters	ea	3	0.00	$0
16	Trash Receptacles	ea	14	1,500.00	$21,000
17	Bicycle Racks (eg. Inverted U-Shaped)	ea	10	500.00	$5,000
18	Storm Drain Relocation	ea	10	10,000.00	$100,000
19	Street Oil Seal	allow	1	155,000.00	$155,000
20	AC Pavement (1' per lf of curb)	ton	255	100.00	$25,500
21	Transit Signage and Markings	allow	1	3,000.00	$3,000
22	Traffic Striping and Markings	allow	1	75,000.00	$75,000
23	Traffic Signals Relocation	ea	4	20,000.00	$80,000
24	"Continental" (type 3) Crosswalk	sf	4,695	7.00	$32,865
25	Flashing Crosswalk	allow	1	60,000.00	$60,000
26	Irrigation System, Median / Planter Areas	sf	5,394	2.00	$10,788
27	Irrigation System, Street Trees	allow	1	36,500.00	$36,500
28	Backflow Preventers	ea	2	3,000.00	$6,000
		Construction Subtotal			**$2,386,057**
		Construction Subtotal			$2,386,057
		Construction Contingency @ 35%			$835,120
		Construction Total			**$3,221,176**
		Construction Engineering @ 10%			$238,606
		Preliminary Engineering/Design @ 15%			$357,908
		Right of Way Approvals/Permit Fees @ 1%			$23,861
		City Contract Compliance Fees @ 3%			$73,968
		City Public Art Surcharge @ 1.5%			$35,791
		Total Project Cost			**$3,951,310**

Foothill Boulevard = 2,100 LF
Seminary Avenue = 1,000 LF